

# **Waltham Forest Local Plan Part 2 - Site Allocations Regulation 19 (Preferred Submission Version)**

**8th November 2021 - 31st January  
2022 Consultation Report**



**Waltham Forest**

**September 2023**



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# 1 Introduction

Consultation on Waltham Forest's emerging Local Plan 2 – Site Allocations document took place between Monday 8th November 2021 and Monday 31st January 2022.

The consultation was undertaken in accordance with the Council's [Statement of Community Involvement](#) and in line with the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#).

This report summarises the outcomes of the consultation, and includes a summary of the main issues raised and details of how the Council will take into account the comments received in preparing a subsequent version of the plan.

As required by planning regulations, the version of Local Plan Part 2 - Site Allocations that we published in November 2021 was intended to be submitted to the Secretary of State for independent Examination, along with all of the consultation responses received.

However, following the ongoing examination of Local Plan Part 1 (Spatial Strategy and Planning Policies), we now propose a further review of Local Plan Part 2, followed by another round of Regulation 19 public consultation. This gives us the opportunity to ensure that Local Plan Part 2 aligns with post examination modifications to Local Plan Part 1, continues to address comments made during the consultation summarised in this report and fully reflects the latest evidence base documents, including masterplans and Area Frameworks.

All responses received to the consultation detailed in this report will be submitted to the Secretary of State, along with all responses received to future Regulation 19 consultations.

# 2 Background

The new Waltham Forest Local Plan comprises two parts. Local Plan Part 1 sets out the spatial strategy for the delivery of the homes, workspace and other social infrastructure that the borough needs over the next 15 years and the development management policies that planning applications will be assessed against. At the time of writing, the Local Plan is being independently examined by Planning Inspectors appointed by the Secretary of State.

Local Plan Part 2 allocates sites across the borough for a range of uses to deliver spatial vision, objectives, and development requirement. Of the sites identified in the document are those the Council expects to come forward for development over the next 15 years. It allocates previously developed sites for a range of uses to deliver spatial vision, objectives and development requirements of the Local Plan 1. The Plan sets out the parameters within which these sites should be redeveloped. A typical allocation includes:

- the site location,
- proposed uses and indicative quantum of development,
- exemplar design and place making expectations and other key planning considerations, and
- estimated future timescales for delivery

Development proposals on site allocations will require full planning permission. By allocating sites for particular purposes, establishing in principle, the land uses that are supported by the Council when sites are allocated. Development will only be recommended for approval when proposals meet all relevant planning policy and achieve exemplar design standards in line with all other development in the borough.

Both parts of the Local Plan will be used to inform decisions on planning applications across the borough. Supplementary Planning Documents, that will support and provide further guidance on the Local Plan, are being prepared and will be subject to a public consultation.

# 3 Engagement

## The Consultation

The Local Plan 2 - Site Allocations; Regulation 19 Consultation initially took place between Monday 8th November 2021 and Friday 14th January 2022. However, as the consultation ran over the Christmas holiday period, it was extended to Monday 31st January 2022.

To comply with Town and Country Planning Act: Regulation 20; copies of each representation must be made available. These are published (with personal information redacted) for viewing in the following appendices:

- Appendix 1: Representations from Statutory Consultees
- Appendix 2: Summary of representations received and Council response
- Appendix 3: Representations received by email and post

## Consultation Promotion

Consultation notices were published in the Waltham Forest Guardian and promoted through Waltham Forest News (a Council Publication that is sent to every home in the borough), as well as social media sites such as Facebook, Twitter and Nextdoor. Respondents who had previously engaged with Waltham Forest's Local Plan 1, were notified of the consultation via email.

The information published for all of these events was also available on the Council's user friendly and intuitive Commonplace engagement platform.

Due to a Christmas surge in Covid-19 cases at the time, the Council took precaution and decided to hold all public consultation engagement events as "Zoom" Meetings. These meetings were held on the following dates:

- **North Waltham Forest** 13th December 2021 7-8pm
- **South Waltham Forest** 14th December 2021 7-8pm
- **Central Waltham Forest** 15th December 2021 7-8pm

## LP2 Reg 19 Consultation

### What is the LP2 Site Allocations Document and how can you comment on the Reg19 consultation?

Register to our December information sessions below on Eventbrite to find out more and ask the team any questions you have:

[Register Here](#)

The Site Allocations Document maps out where development might happen across the borough, and how these sites can best meet the needs of local people. The Regulation 19 stage is more technical than previous consultations, and comments will go directly to the Planning Inspector. The consultation is open until **Friday 14 January 2022**.

[Comment Here](#)



*Promotion of 2021 consultation engagement via Waltham Forest News*

## Publishing of Documents

The following documents were published in support of the consultation:

### Local Plan 2 - Site Allocations Document

- [Shaping the Borough – Waltham Forest Local Plan \(LP2\) Site Allocations Document Proposed Submission Document \(Regulation 19\) November 2021 Supporting Documents](#)

### Supporting Documents

#### Sustainability Appraisal

- [LP2 Regulation 19 Non-Technical Summary](#)
- [LP2 Regulation 19 Sustainability Appraisal Report](#)
- [LP2 Sustainability Appraisal Report Appendix A - Review of Relevant Plans, Policies and Programmes](#)
- [LP2 Sustainability Appraisal Report Appendix B - Baseline Data](#)
- [LP2 Sustainability Appraisal Report Appendix C - Site Allocations Assessment](#)
- [LP2 Sustainability Appraisal Report Appendix D - Rejected Sites](#)

### Further Supporting Evidence

- [DRAFT LP2 Habitats Regulations Assessment](#)
- [LP2 Equalities Impact Assessment](#)
- [LP2 Local Plan Evidence Base](#)
- [Draft Skyline Study November 2021: Introduction, Methodology and North Waltham Forest Sites](#)
- [Draft Skyline Study November 2021: Central Waltham Forest Sites](#)
- [Draft Skyline Study November 2021: South Waltham Forest Sites 1](#)
- [Draft Skyline Study November 2021: South Waltham Forest Sites 2](#)

During the consultation period the documents were available to view both online here: [Have Your Say: Waltham Forest Local Plan Site Allocations Document](#) and on the Council's interactive online consultation platform (CommonPlace) available at: [Commonplace Engagement Platform](#). Physical copies of the Plan were also made available for inspection at Waltham Forest Town Hall Reception and at Waltham Forest Branch Libraries.

## Summary of Online Consultation Events

The timing of the consultation events coincided with the Government's launch of "Plan B" which was put in place following the spread of the omicron variant of COVID-19. Taking a precautionous approach, the Council decided to hold all consultation events as online Zoom meetings. Zoom meetings were held for the South, Central and North of the borough on the following dates:

- **North Waltham Forest** 13th December 2021 7-8pm
- **South Waltham Forest** 14th December 2021 7-8pm
- **Central Waltham Forest** 15th December 2021 7 -8pm

Given the technical nature of Regulation 19 consultation, these events were intended to disseminate the information people needed in order to respond effectively. As such, the consultation events covered the following topics:

- 1) Update on Local Plan Area
- 2) Introduction to Local Plan 2 - Site Allocations Regulation 19 including the changes from the previous version of the document.
- 3) Purpose of the consultation (explanation how a Regulation 19 consultation differs from Regulation 18)
- 4) Scope of consultation – soundness, legal compliance, duty-to-cooperate
- 5) Q&A
- 6) Instructions on how to use the Commonplace platform

## **North**

Key issues raised at the North of the borough meeting were:

- Tall buildings
- Traffic Management
- Housing need
- Land uses
- Infrastructure
- Housing types and tenures
- Concerns about loss of heritage assets
- Employment

## **Central**

The Council had organised an online engagement event for Central Waltham Forest. The engagement event was started and no registered attendees joined the call.

## **South**

- Building Heights
- Placemaking and access to amenity space in sites that have been developed
- Re-provision of leisure facilities
- Affordable and Social Housing on Lea Bridge Station Sites
- Inclusivity and Diversity and understanding of documents for residents where English is not a first language.

# SHAPING THE BOROUGH - WALTHAM FOREST LOCAL PLAN (LP2) REG 19 (Pre- Submission) SITE ALLOCATIONS DOCUMENT

As a result of feedback from our previous consultation on the Draft Local Plan Site Allocations Document (Regulation 18) we have now progressed the Local Plan Site Allocations Document to the next formal consultation stage known as Regulation 19 (Pre-Submission). The Regulation 19 Local Plan Site Allocations Document is the document that will be submitted to the Planning Inspectorate for Examination in Public. It is the version that the council seeks to adopt, subject to that examination, as the future framework for decision making on planning applications in the borough over the Local Plan Period 2021-2036.

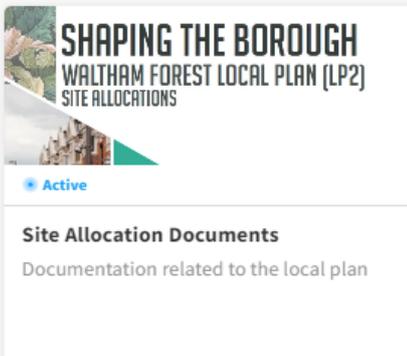
e.g. sam@smith.com

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Your email will be used to contact you about project updates. You can unsubscribe at any point. Please read our [privacy policy](#).

## PROJECTS

2 proposals



**SHAPING THE BOROUGH**  
WALTHAM FOREST LOCAL PLAN (LP2)  
SITE ALLOCATIONS

Active

**Site Allocation Documents**  
Documentation related to the local plan



**SHAPING THE BOROUGH**  
WALTHAM FOREST LOCAL PLAN (LP2)  
SITE ALLOCATIONS

Active

**Introduction & Methodology**  
This section contains the foreword, introduction, background and methodology for Waltham Forest Local Plan (LP2) document

*Commonplace consultation  
Engagement Platform  
landing Page*

## Statutory Consultee Engagement

As stipulated by the Regulation 19 of the Town and Country Planning Act, the Council consulted with the following statutory consultees:

### Neighbouring Boroughs and Authorities

- The London Borough of Redbridge
- The London Borough of Newham
- The London Borough of Haringey
- The London Borough of Enfield
- The London Borough of Hackney
- Epping Forest District Council
- The City of London Corporation
- The Lee Valley Regional Park Authority (LVRPA)
- The GLA (Greater London Authority)
- Essex County Council

### Other Organisations

- The City of London (Conservators of Epping Forest)
- Canal and River Trust
- Natural England
- Historic England
- Sport England
- Transport for London (TfL)
- TfL Property
- Network Rail
- UK Power Networks

### Local Level

- The Highams Park Neighbourhood Planning Group

In order to satisfy legal requirements, the Council has a Duty to Cooperate with the GLA, Neighbouring Authorities and other statutory organisations such as Natural England, Historic England, Sport England, Transport for London and Local neighbourhood planning groups when preparing Local Plans. Throughout the production of Local Plan 2 - Site Allocations the Council met with officers from these organisations and will continue to do so as the document is reviewed. The Council invited all of the Statutory Consultees to respond to the Local Plan 2 - Site Allocations Regulation 19 Consultation in November 2021.

# 4 Consultation Responses

## Summary of responses

A total of 3,265 representations were received during this consultation. This includes a total of 8 responses from our statutory consultees detailed above. A total of 3,223 responses were made on our Commonplace engagement platform and a total of 38 consultation responses were received via email and post. These are summarised below, and the full responses are published in Representations from Statutory Consultees, available in Appendix 1.

## Responses from Statutory Consultees

### **Natural England**

At the time of the consultation, Natural England noted that the Council were still awaiting the completion of an Air Quality Mitigation Strategy to assess whether Likely Significant Effects (LSE) on Epping Forest Special Area of Conservation, alone and in combination could be ruled out. Moreover, at this point both the Sustainable Alternative Natural Green Spaces Strategy (SANGs) and Strategic Access Management and Monitoring Strategy (SAMM) were still at a draft stage of preparation. Natural England noted completion of these documents was necessary for sign-off of the Habitats and Regulations Assessment (HRA). Natural England were however, in general agreement with the Direction of Travel (DoT) of the HRA and appreciated that the nature of the work was complex and ongoing.

### **City of London Corporation: Conservators of Epping Forest**

At the time of the consultation, The City of London Corporation, in their role as conservators of Epping Forest were awaiting the Air Quality Mitigation Strategy, SANG strategy, SAMM strategy, and HRA, but with Natural England were generally supportive of the approach being taken. They raised specific concerns about the quantum of development proposed on the following sites:

- SA15 – The Territorial Army Centre
- SA16 – Whipps Cross University Hospital
- SA19 - Tesco and Adjoining Sites, Leytonstone
- SA52 – Motorpoint Sewardstone Road
- SA53 – Lea Valley Motor Company
- SA54 – 60-74 Sewardstone Road
- SA55 – UKPN, Budgens & Gresham Works, North Chingford
- SA56 – Chingford Library and Assembly Hall
- SA57 – North City Autos, Chingford
- SA58 – Royal Epping Forest Golf Club

The Conservators noted that they are committed to continuing to work with colleagues at Waltham Forest to ensure that the integrity of the Epping Forest Special Area of Conservation is sustained.

### **Lee Valley Regional Park Authority**

The Lee Valley Regional Park Authority considered that both the Ice and Waterworks Centres should be included in Local Plan Part 2 - Site Allocations to provide an effective mechanism for their protection. They welcomed the place making plans for SA01 – Leyton Mills and SA02 – New Spitalfields. They also welcomed the inclusion of planning guidelines which highlight the opportunities for onsite ecology and biodiversity but requested further consideration of height in relation to views into the park and up the Lee Valley.

They requested further reference in relation to the Lee Valley Regional Park in relation to SA09 – Low Hall Depot and encouraged provision of open space, urban greening and tree planting to be a requirement rather than an option to be explored. They also considered that there should be a stronger guidance for realising the potential of the Dagenham Brook – for example a river restoration scheme.

They noted that the location of SA52 – Motorpoint and SA53 – Lea Valley Motor Company within the Lee Valley Park Boundary was not mentioned and that both sites sit adjacent to an important east / west route through the park. They also considered that these sites should recognise the proximity of the reservoirs and their SSSI status.

They noted any planning Applications for SA63 North Circular SIL2 and SA69 Blackhorse Lane SIL 3 would need to be accompanied by a project Level Habitats Regulations Assessment to ensure that development would not generate adverse urban effects on the integrity of the Lee Valley. They requested specific references to the Regional Park, including the identification of strategic recreational routes to major leisure sites such as the Lee Valley leisure centre complex and Pickett's Lock.

The Authority noted that for SA72 – Lammas Road SIL 6 and SA73 - Orient Way SIL 7 the Lee Valley Regional Park is erroneously referred to as a planning designation and that provision should be made for green edges and buffer habitats on these sites.

### **Environment Agency**

The response from the Environment Agency noted that the Level 2 Strategic Flood Risk Assessment had been completed and that it was made available as part of this consultation. However, the response also noted that the Level 2 Sequential and Exception Test had not yet been applied to the 20 Site Allocations that are at medium or high risk of flooding.

### **Thames Water**

Thames Water stated that development should lead to no adverse impact on the sites highlighted in their response, noting mitigation measures required where necessary.

### **Sport England**

The response from Sport England set out that their planning objectives are to:

- Protect sports facilities from loss as a result of redevelopment;
- Enhance existing facilities through improving their quality, accessibility and management; and
- Provide new facilities that are fit for purpose and meet demands for participation now and in the future.

They made specific comments on sports provision, raising concerns that certain site allocations would need to be justified in order to be compliant with national policy and avoid significant detrimental implications for existing sports facilities.

### **London Borough of Redbridge**

The London Borough of Redbridge's Consultation Response shows overall support for the approach taken. The representation also indicated support for the inclusion of the placemaking plans and a character-led approach to intensification.

They made site specific comments on the following sites:

- SA01 - Leyton Mills Retail Park
- SA16 – Whipps Cross University Hospital
- SA19 – Tesco and Adjoining Sites, Leytonstone

### **GLA (Mayor of London & Greater London Authority)**

The GLA's response welcomed the use of small sites, noting that they could play a greater role in delivering development - contributing towards the borough's housing need. The principle concern of the GLA response was the approach to industrial land and potential introduction of residential uses on protected industrial sites. It also noted that whilst the mayor is supportive of "stacked" industrial it is unclear whether the sites proposed can accommodate such large and intensified buildings. The response included site specific responses with suggestions made on the industrial sites including Strategic Industrial Land sites.

### **Transport For London (TfL)**

The TfL representation was supportive of the Council's approach to working towards "Vision Zero" and supported the approach of allocating car park sites for car free development across the borough. They asked as to why Public Transport Access Level (PTAL) is no longer included on each site allocation. They made site specific comments on certain sites.

### **National Grid**

The National Grid reviewed the document and made no further comments.

## Thematic Analysis

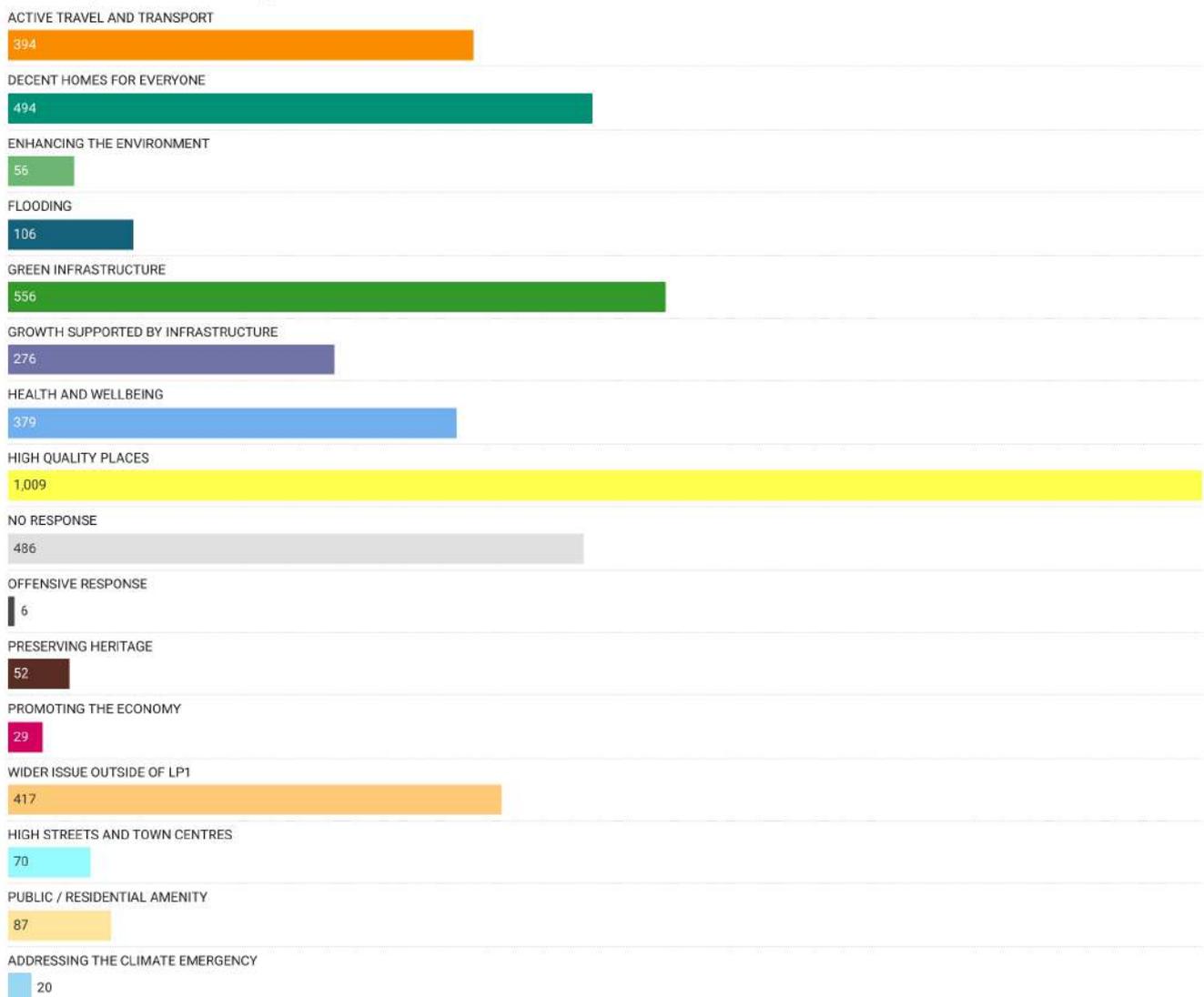
This section presents an analysis of the responses to the consultation by themes.

In addition to the 8 representations received from the statutory consultees, the Council received a total of 3,261 responses from residents comprising of 3,223 electronic responses through the Commonplace Platform, 37 comments by email and 1 comment received by post.

The consultation was run concurrently with consultation on the Chingford Mount Town Centre Area Framework and Leytonstone Town Centre Area Framework. The Council committed to include responses to the Area Framework consultations as part of the relevant Local Plan Part 2 Regulation 19 consultation.

The responses are summarised by Local Plan theme as follows and the full responses are available in Appendix 2: Representations from the Commonplace Engagement Platform and

### Total representations by theme



Created with Datawrapper

Appendix 3: Representations made on the Area Framework are in the appendices under copies of representations received by email and post.

### **Active Travel and Transport**

394 Representations were received on the theme of Active Travel and Transport

The sites attracting higher levels of comments on this theme were:

- SA46 Sainsbury's Car Park and Additional Sites
- SA48 Morrisons Supermarket and Car Park
- SA49 Sainsbury's Hall Lane
- SA50 Former South Chingford Library
- SA51 Albert Corner
- SA52 Motorpoint Sewardstone Road
- SA53 Lea Valley Motor Company
- SA54 60-74 Sewardstone Road
- SA55 UKPN, Budgens and Gresham Works
- SA56 Chingford Library and Assembly Hall
- SA57 North City Auto's Chingford
- SA61 Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre

### **Addressing the Climate Emergency**

18 Representations were received on the theme of Addressing the Climate Emergency. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Station Sites

### **Decent Homes for Everyone**

489 Representations were received on the theme of Decent Homes for Everyone. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Stations Sites
- SA46 Sainsbury's Car Park and Additional Sites
- SA48 Morrisons Supermarket and Car Park

- SA49 Sainsbury's Hall Lane
- SA50 Former South Chingford Library
- SA51 Albert Corner
- SA52 Motor Point
- SA53 Lea Valley Motor Company
- SA54 60-74 Sewardstone Road
- SA56 Chingford Library and Assembly Hall
- SA57 North City Autos, Chingford
- SA58 Royal Epping Forest Golf Club
- SA59 472 – 510 Larkshall Road
- SA60 Shell Garage, Highams Park
- SA61 Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre

### **Enhancing the Environment**

55 Representations were received on the theme of Enhancing the Environment. The sites attracting higher levels of comments on this theme were:

- SA07 Former Leyton FC Football Ground
- SA46 Sainsbury's Car Park and Adjacent Sites
- SA49 Sainsbury's Hall Lane
- SA64 60-74 Sewardstone Road
- SA61 Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre

### **Flooding**

105 Representations were received on the theme of Flooding. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Station Sites
- SA48 Morrisons Supermarket and Carpark
- SA52 Motorpoint

### **Green Infrastructure**

558 Representations were received on the theme of Green Infrastructure. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Station Sites
- SA56 Chingford Library and Assembly Hall
- SA61 Larkswood Leisure Centre and Nursery and the Land to the Rear of Larkswood Leisure Centre

### **Growth Supported by Infrastructure**

275 Representations were received on the theme of Growth Supported by Infrastructure. The sites attracting higher levels of comments on this theme were:

- SA49 Sainsbury's Hall Lane
- SA52 Motorpoint Sewardstone Road
- SA54 60-74 Sewardstone Road
- SA56 Chingford Library and Assembly Hall
- SA61 Larkswood Leisure Centre and Nursery and the Land to the Rear of Larkswood Leisure Centre

### **Health and Wellbeing**

379 Representations were received on the theme of Health and Wellbeing. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Station Sites
- SA61 Larkswood Leisure Centre and Nursery and the Land to the Rear of Larkswood Leisure Centre
- SA63 Blackhorse Lane SIL3

### **High Quality Places**

1000 Representations were received on the theme of High-Quality Places. The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA06 Lea Bridge Stations Site
- SA46 Sainsbury's Car Park and Adjacent Sites

- SA49 Sainsbury's Hall Lane
- SA51 Albert Corner
- SA52 Motorpoint Sewardstone Road
- SA54 60-74 Sewardstone Road
- SA56 Chingford Library and Assembly Hall
- SA59 472-510 Larkshall Road
- SA61 Larkswood Leisure Centre and Nursery and the Land to the Rear of Larkswood Leisure Centre

### **High Streets and Town Centres**

67 Representations were received on the theme of High Streets and Town Centres. The sites attracting higher levels of comments on this theme were:

- SA20 Matalan, Leytonstone
- SA46 Sainsbury's Car Park and Adjacent Sites
- SA48 Morrisons Supermarket and Car Park
- SA49 Sainsbury's Hall Lane
- SA56 Chingford Library and Assembly Hall

### **Preserving Heritage**

52 Representations were received on the theme of Preserving Heritage. The sites attracting higher levels of comments on this theme were:

- SA20 Matalan Leytonstone
- SA50 Former South Chingford Library
- SA56 Chingford Library and Assembly Hall

### **Promoting the Local Economy**

28 Representations were received on the theme of Promoting the Local Economy

The sites attracting higher levels of comments on this theme were:

- SA46 Sainsbury's Car Park and Additional Sites
- SA48 Morrisons Supermarket and Car Park
- SA49 Sainsbury's Hall Lane

### **Residential Amenity**

87 Representations were received on the theme of Residential Amenity

The sites attracting higher levels of comments on this theme were:

- SA46 Sainsbury's Car Park and Additional Sites
- SA48 Morrisons Supermarket and Car Park
- SA49 Sainsbury's Hall Lane
- SA60 Shell Garage Highams Park
- SA61 Larkswood Leisure Centre and Nursery and the Land to the Rear of Larkswood Leisure Centre

### **Waste Management**

23 Representations were received on the theme of Waste Management

The sites attracting higher levels of comments on this theme were:

- SA02 New Spitalfields Market
- SA09 Low Hall Depot
- SA18 Church Lane Car Park Leytonstone
- SA52 Motorpoint Sewardstone Road
- SA54 60-74 Sewardstone Road

### **Other issues**

412 Representations were received on other issues outside of Local Plan Part 2 - Site Allocations. The sites attracting higher levels of comments on other issues were:

- SA02 New Spitalfields Market
- SA09 Low Hall Depot
- SA18 Church Lane Car Park Leytonstone
- SA52 Albert Corner
- SA54 60-74 Sewardstone Road

These other issues included:

### Conformity with the Highams Park Neighbourhood Plan.

The Highams Park Neighbourhood Plan is a material consideration in planning applications within the Highams Park Neighbourhood Plan Boundary. The Highams Park Neighbourhood Plan is written to be in general conformity with the London Borough of Waltham Forest's adopted Local Plan.

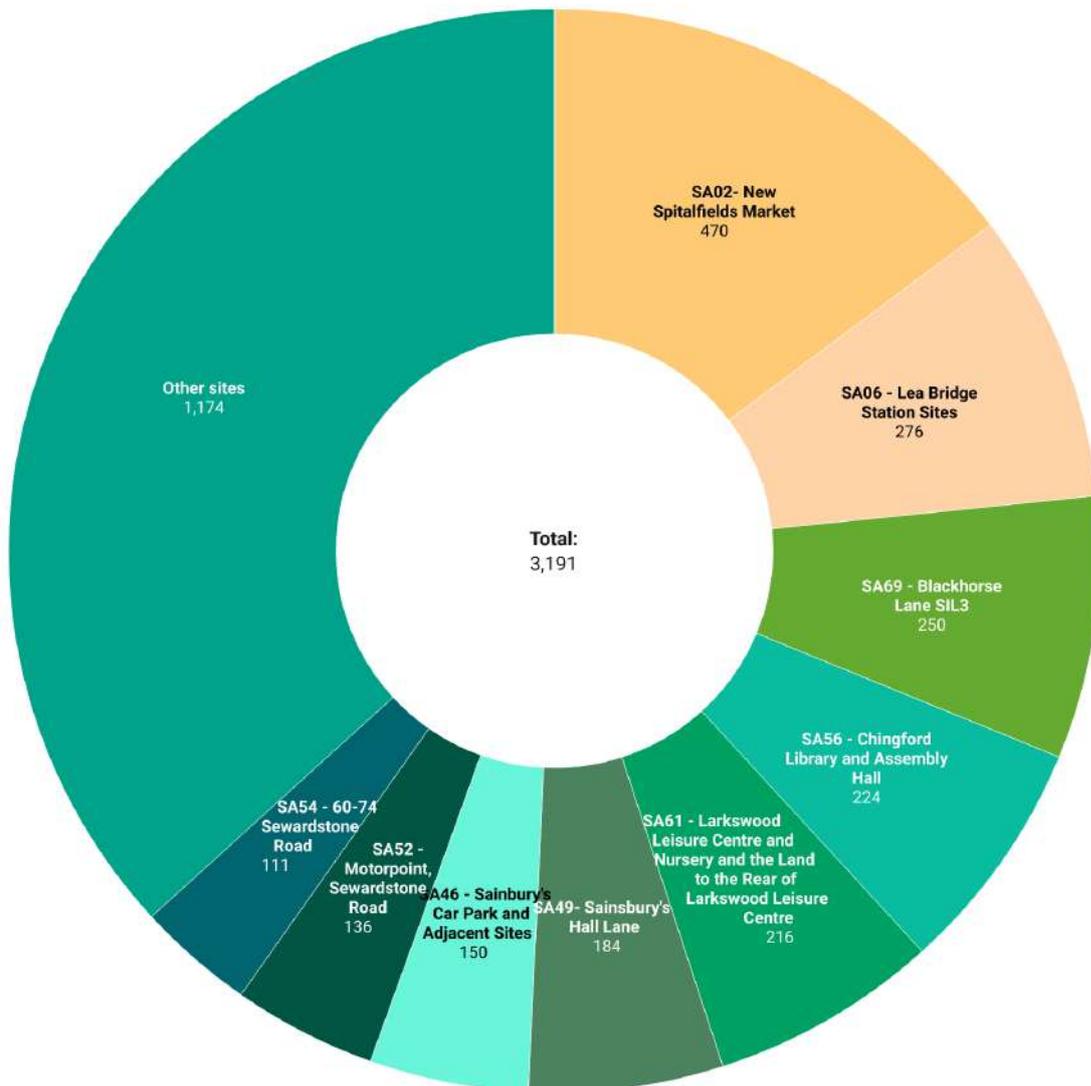
### Support for the Plan

Support for the Local Plan has been noted.

This section presents analysis and represents the proportion of sites that recieved the highest number of responses to the consultation.

### Total representations by allocation

- SA02- New Spitalfields Market
- SA06 - Lea Bridge Station Sites
- SA69 - Blackhorse Lane SIL3
- SA56 - Chingford Library and Assembly Hall
- SA61 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre
- SA49- Sainsbury's Hall Lane
- SA46 - Sainbury's Car Park and Adjacent Sites
- SA52 - Motorpoint, Sewardstone Road
- SA54 - 60-74 Sewardstone Road
- Other sites



## Representations on key sites

The consultation identified a number of key sites in the borough that captured more comments than others. These are:

### **SA02 – New Spitalfields Market:**

470 Comments were received on this site focussing on the loss of Green Infrastructure and habitats (due to its proximity to the marshes), concerns over tall buildings and the impact of development on Health and Wellbeing.

### **SA06 – Lea Bridge Station Sites:**

Of the 276 Comments made on this site the majority focussed on concerns surrounding the delivery of High Quality Places, the loss of Green Infrastructure in a more dense urban context and ensuring that the infrastructure is in place to support Health and Wellbeing.

### **SA69 – Blackhorse Lane SIL3:**

There were 250 Comments made on this site focussing on; access to key health service provision, building heights and proximity to the to the Walthamstow Wetlands.

### **SA56 – Chingford Library and Assembly Hall:**

There were 224 comments made on this site raising concerns about building heights and housing affordability. Due to the location of this site within a conservation and next to key heritage assets, comments were made that questioned the potential scale of development. Other concerns were raised about community infrastructure provision.

### **SA61 – Larkwood Leisure Centre, Nursery and the Land to the rear of Larkwood Leisure Centre:**

There were 215 comments made on this site focusing on potential building heights and the impact on the adjacent Larks Wood. Concerns were raised about character and the re-provision of leisure facilities.

### **SA49 – Sainsbury's Hall Lane:**

184 Comments were made on this site, principally around building heights and density. With the proximity to Albert Crescent, comments about heritage were raised. Active Travel and Transport attracted comments including concerns that bus services that served Albert Crescent would be terminated at other, less convenient locations.

### **SA46 – Sainsbury's Car Park and Adjacent Sites:**

There were 149 comments made on this site which centred on the loss of car parking provision. There was concern raised about the potential quantum and height of development and concerns that supermarket provision would be lost. Concerns about over-reliance on public transport were also raised.

### **SA52 – Motorpoint Sewardstone Road:**

There were 137 comments made on this site focussing on building heights and the impact development on these sites could have on the area. There were also comments made about transport and the pressure on existing infrastructure.

### **SA54 – 60-74 Sewardstone Road:**

112 Comments were made focussing on the lack of parking provision. Other comments were made on the lack of parking provision and concerns about traffic congestion and pressure on existing infrastructure.

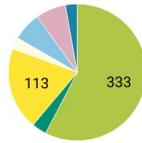
# Total representations by themes

## Total representations by theme

■ ACTIVE TRAVEL AND TRANSPORT  
 ■ GREEN INFRASTRUCTURE  
 ■ DECENT HOMES FOR EVERYONE  
 ■ HIGH QUALITY PLACES  
 ■ WIDER ISSUE OUTSIDE OF LP1  
■ HIGH STREETS AND TOWN CENTRES  
 ■ ENHANCING THE ENVIRONMENT  
 ■ FLOODING  
 ■ GROWTH SUPPORTED BY INFRASTRUCTURE  
 ■ HEALTH AND WELLBEING  
■ OFFENSIVE RESPONSE  
 ■ PRESERVING HERITAGE  
 ■ PROMOTING THE ECONOMY  
 ■ PUBLIC / RESIDENTIAL AMENITY  
 ■ ADDRESSING THE CLIMATE EMERGENCY  
 ■ Other



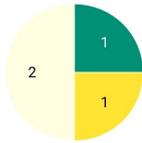
SA01 - Leyton Mills Retail Park



SA02 - New Spitalfields Market



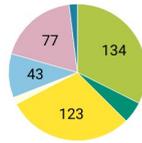
SA03 - Auckland Road LSIS



SA04 - The Score Centre



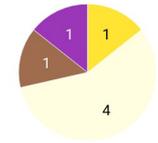
SA05 - Lea Bridge Gas Holders



SA06 - Lea Bridge Station Sites



SA07 - Former Leyton F.C. Football Ground



SA08 - Church Road / Estate Way LSIS



SA09 - Low Hall Depot



SA10 - Leyton Leisure Lagoon



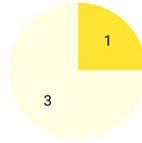
SA11 - Tesco Bakers Arms



SA12 - Stanley Road Car Park



SA13 - 806 Community Place, High Road, Leyton



SA14 - Leyton Bus Depot



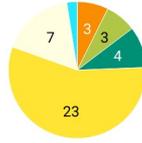
SA15 - The Territorial Army Centre



SA16 - Whipps Cross University Hospital



SA17 - Joseph Ray Road



SA18 - Church Lane Car Park, Leytonstone



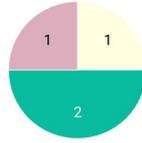
SA19 - Tesco and adjoining sites Leytonstone



SA20 - Matalan Leytonstone



SA21 - Avenue Road Estate and Thorne Close



SA22 - Cathall Leisure Centre, The Epicentre Community Centre, Jubilee Centre



SA23 - B&M and Adjoining sites



SA24 - Norlington Road Sites



SA25 - Walthamstow Central Bus Station



SA26 - The Mall



SA27 - St James Quarter



SA28 - High Street Sainsbury's



SA29 - Wilko's Walthamstow High Street



SA30 - Osborne Grove



SA31 - Stow Car Wash & Valeting and Walthamstow Trades Hall



SA32 - 152-154 Blackhorse Road

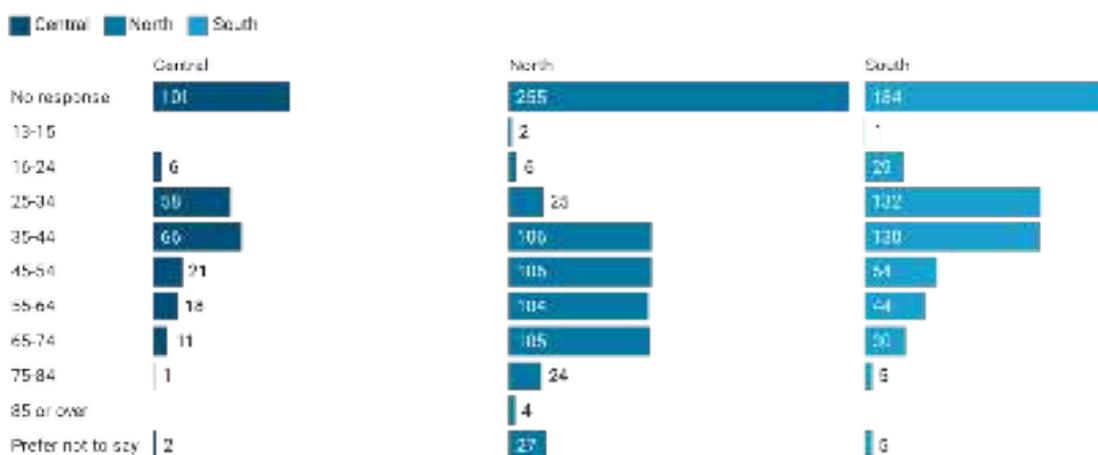
# Waltham Forest Local Plan 2 Consultation Report 08 November 2021 - 31 January 2022 (Regulation 19 Preferred Submission Version)



# Respondent Analysis

To improve the spread and depth of engagement in future consultations, the Council has analysed the data of the people who responded. This information assists us in shaping our future consultations by helping us to identify if there are any particular communities or groups where engagement is more challenging.

## Age profile of respondents



### Age

#### North

In North Waltham Forest there was far greater level of engagement with the consultation generally and the data shows a large range of age groups. The majority of people that engaged with this consultation were aged between 35 and 74 years old. People responding to the consultation from North Waltham Forest were the oldest that engaged with the consultation.

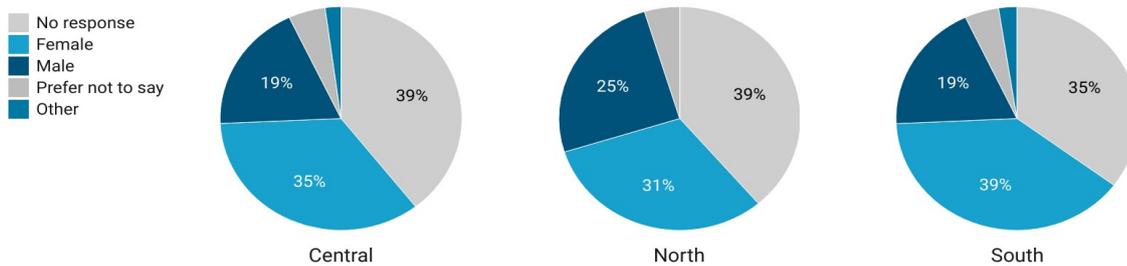
#### Central

In Central Waltham Forest there was the greatest age range of respondents including with 29 respondents in the 16-24 age category.

#### South

In South Waltham Forest the majority of respondents did not enter any detail about their age. However, of those who did most were in the 25-34 and 35-44 age ranges. People responding to the consultation from south of the borough were the youngest that engaged with this consultation .

### Gender breakdown of respondents



### Gender

35%-39% of respondents chose not to disclose their gender as part of this consultation. 31% - 39% of respondents were female and 19%-25% male.

### Respondents relationship to the borough



### Relationship to the borough

Of those who did comment most, respondents did chose not to disclose their relationship with the borough, but of the respondents who did, most identified themselves as residents. The highest number of people that disclosed that they worked in the borough were from South Waltham Forest.

#### Map

In the analysis of the consultation Heat Map (next page) we can build a picture of where the people responded to the consultation are from.

#### North

The highest level of engagement happened in the North of the borough with the majority of responses coming from consultees generally located in the Chingford Green, Endlebury, Larkwood, Highams Park and Valley areas. Around Chapel End there was less engagement.

#### Central

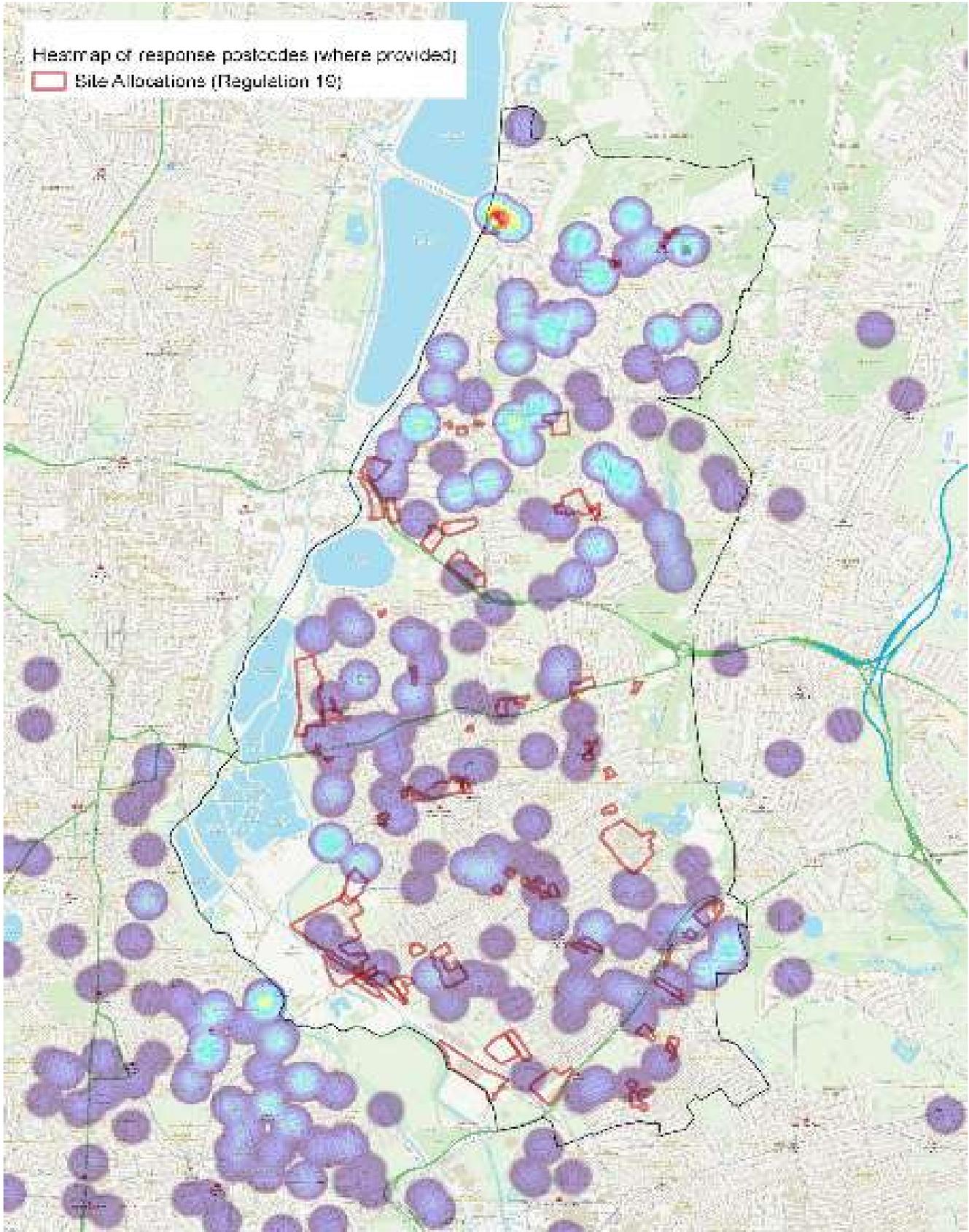
In the Central Areas, the highest levels of engagement took place in the western side of the borough, around the High Street (Including Blackhorse Lane and Blackhorse Road) Markhouse and Lea Bridge areas. Areas in Central Waltham Forest that saw lower engagement were Hoe Street, Wood Street and the Forest Area.

#### South

In the South of the Borough, most of the engagement took place on the Eastern edge in the Leytonstone and Grove Green Areas. The lowest levels of engagement were around the Leyton, Cathall and Cann Hall areas.

# Heatmaps of consultation responses

Below is a heatmap showing where the majority of sites that were responded to and the locations of respondents postcodes



# 5 Next Steps

In line with the statutory plan making process, the Council intended to submit the version of Local Plan Part 2 - Site Allocations that was consulted on between November 2021 - January 2022 to the Secretary of State for independent examination.

However, following the production of additional evidence to support the examination of Local Plan 1, a revised version of the document is being finalised, which will be subject to a further round of Regulation 19 consultation. The revised version of the Local Plan Part 2 - Site Allocations will fully align with modifications made to Local Plan Part 1 during examination, and the latest evidence base documents, including masterplans and Area Frameworks. Revised versions of the accompanying Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) will also be prepared.

In line with the statutory plan making process, all representations from both rounds of consultation will be submitted with the Plan for independent examination.

# 6 Appendices

## **Copies of Representations made under Regulation 20.**

Appendix 1 Copies of Representations Received from Statutory Consultees

Appendix 2 Summary of representations received and Council response

Appendix 3 Copies of Representations received by Email and Post.

Date: 20 January 2022

Our ref: 373437



**Draft**

London Borough of Waltham Forest  
**BY EMAIL ONLY**

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T [REDACTED]

Dear Sir/Madam,

**Planning consultation:** Waltham Forest Local Plan (LP2) – Site Allocations and associated Habitats Regulations Assessment

Thank you for your consultation on the above dated 08 November 2021 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We have reviewed the Site Allocations document alongside the Habitats Regulations Assessment (HRA) Report, and have structured our response around our comments on the HRA. We highlight that our response to these documents should be read alongside our comments contained in our responses to the Waltham Forest Local Plan (LP1).

## **Epping Forest SAC**

### **Appropriate Assessment: Air Quality**

We are still awaiting the Air Quality Mitigation Strategy, until this has been reviewed and agreed, we cannot assess whether Likely Significant Effect (LSE) alone and in combination can be ruled out. In a recent meeting between Natural England, ClearLead and the London Borough of Waltham Forest we also raised queries over the modelling that has been used to reach the current conclusions within the air quality chapter of the HRA. We acknowledge that air quality impacts and mitigation are a complicated and emerging issue, and will continue to support the London Borough of Waltham Forest to produce a strategy. Without having seen this document, we cannot agree to the current conclusions in the Appropriate Assessment.

### **Appropriate Assessment: Recreational Pressures**

#### **Suitable Alternative Natural Greenspace (SANG)**

We are still awaiting a borough wide SANG Strategy, and until we have reviewed and agreed this, we cannot agree with the conclusion of this section that there would be no LSE on Epping Forest SAC (EFSAC) from recreational pressure. We continue to support the London Borough of Waltham Forest in producing this strategy.

We have previously raised that a borough wide SANG Strategy needs to cover all of the allocated housing development coming forward in the borough (27,000 units) in our response to LP2 in December 2020, and that the mechanism for spreading the cost of these measures should be considered by the Council. In our recent response to the MIQs issued by the inspectors in relation to LP1, we suggested that contributions towards the provision of SANGs need to be sought from developments of all sizes. This will then ensure that all developments are avoiding harm to designated sites as well as mitigating it (through the measures discussed below), as there will be SANG provision for all residential developments coming forward.

#### **Strategic Access Management and Monitoring (SAMM)**

SAMM contributions are required for all net new dwellings in Waltham Forest. Current SAMM costings are part of the Interim Approach to managing recreational pressure on EFSAC. However, there is currently a draft final version of the Partnership Agreement for a long-term strategic solution, which has been circulated to all the Local Authorities involved, as well as the City of London as the Delivery Body for the mitigation for sign off and we are expecting a start date to this agreement of Spring 2022. We note that there have been changes to the proposed SAMM package (described on page 34 of the document) that forms part of the Strategic Mitigation Strategy since the publication of the Habitats Regulations Assessment for LP2, and that these costings have now been revised, with an 80 year total of £24,817,469.05.

### **Appropriate Assessment: Urban Effects**

Overall, we agree with the conclusions of this section, and the use of SAMM+ measures to reduce both urban effects and recreational pressure of developments closest to Epping Forest. It is unclear from the HRA whether the SAMM+ Strategy will require a standardised contribution or whether these will be agreed on a bespoke case by case basis. Due to the localised nature of the impacts and mitigation, Natural England would suggest that cases within 400m of the forest need to be considered on a case by case basis, with the LP2 HRA setting out a list of possible SAMM+ measures.

We welcome the inclusion of the paragraph on page 68 of the HRA document that is being put forward for inclusion in the introductory chapters of the Site Allocation Document (LP2) to provide security in terms of Project Level HRAs. However, we would advise that this needs to be updated in line with decisions that are made about contributions and the size of the development. The Zone of Influence for recreational pressure impacts on Epping Forest is 6.2km, and the Strategic SAMM package reflects mitigation for the total quantum of development coming forward, not just all units within 3km and only those over 100 units in the 3-6.2km Zone of Influence. However, it is at the discretion of the LPAs to decide how these contributions are costed across the development coming forward.

### **SAMM+ Measures**

We welcome the inclusion of SAMM+ measures for developments in close proximity to Epping

Forest SAC. However, we note that these SAMM+ measures need to be agreed between Natural England, London Borough of Waltham Forest and the City of London as they cannot fund measures which are part of the wider strategic solution as is currently suggested in Table 7.2 of the Habitats Regulation Assessment. This is to avoid double payment towards some measures, and to ensure that developments in close proximity are providing an adequate level of mitigation over and above the strategic package. We would welcome a discussion with the London Borough of Waltham Forest and the City of London to agree an alternative package of measures, which could then be included in an updated HRA.

### **Lee Valley SPA and Ramsar**

We are broadly in agreement with the conclusions with regards to recreational pressure and urbanisation impacts on Lee Valley SPA and Ramsar, and welcome the changes that have been included based on our comments on previous versions of the HRA.

However, we would highlight concerns mentioned in our response dated the 14<sup>th</sup> of December 2020 about recreational pressure and the consideration of recreational pressure at project level HRAs for developments in close proximity to the Lee Valley (such as the proposed development at Blackhorse Lane, SA69). Housing developments which are adjacent/near to the Lee Valley SPA and Ramsar should consider contributing to the Walthamstow Wetlands accessibility project. We would continue to welcome a discussion with the council about future funding and plans for Walthamstow wetlands.

### **Conclusion**

Natural England are in agreement with the direction of travel of the HRA, and we are supportive of all the work that has thus far gone into ensuring that there are no adverse effects on designated sites in proximity to the London Borough of Waltham Forest. We appreciate that the complex nature of some

of these issues means that work is still ongoing. However, we are still yet to see several of the key documents underpinning this HRA specifically the Air Quality and SANG Strategies, and without reviewing and agreeing to these, we are unable to agree to the overall conclusions of the HRA.

We look forward to continuing to work with the London Borough of Waltham Forest on the matters we have raised in this response.

If you have any queries relating to the advice in this letter please contact me on 0208 720 0051. Please consult us again once the information requested above, has been provided.

Yours sincerely

Isabella Jack

Lead Adviser

Sustainable Development

Thames Solent Team

**End of Draft**

## **Draft Leytonstone and Chingford Mount Frameworks**

**From:** [REDACTED]  
**Sent:** 05 January 2022 11:14  
**To:** regeneration <regeneration@walthamforest.gov.uk>  
**Subject:** Draft Leytonstone and Chingford Mount Frameworks

Dear Regeneration Team,

### **DRAFT LEYTONSTONE AND CHINGFORD MOUNT FRAMEWORKS**

Thank you for consulting Sport England on both Draft Framework documents. Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of national and local policy as well as supporting Local Authorities in developing their evidence base for sport.

Sport England aims to ensure positive planning for sport by enabling the right facilities to be provided in the right places based on robust and up-to-date assessments of need for all levels of sport and for all sectors of the community. To achieve this aim our planning objectives are to PROTECT sports facilities from loss as a result of redevelopment, ENHANCE existing facilities through improving their quality, accessibility and management and to PROVIDE new facilities that are fit for purpose and meet demands for participation now and in the future. You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields. Further detail on Sport England's role and objectives within the planning system can be found via the following link:

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Sport England has reviewed the draft documents in light of these planning objectives and national planning policy set out in the National Planning Policy Framework (NPPF) and has the following comments for your consideration that are relevant to both Draft Frameworks:

#### Active Design

Sport England considers that the design of where communities live, and work is key to keeping people active and placemaking should create environments that make the active choice the easy choice. In light of this Sport England and Public Health England have launched guidance, *Active*

*Design*, which intends to inform the urban design of places, neighbourhoods, buildings, streets and active open spaces to promote sport and active lifestyles. The guide sets out ten principles to consider when designing places that would contribute to creating well designed healthy communities which has considerable synergy to the placemaking principles, and other aspirations, contained within both Framework documents, particularly in relation to delivering better community facilities, connecting and improving open spaces, facilitating safe and accessible public spaces, facilities and environments, and improving active travel facilities/routes. Sport England recommend that these links between the Draft Frameworks and Active Design are developed further and are really drawn out by having clear references to Active Design, its principles and the Active Design Checklist within the documentation. Links to the Active Design principles and the checklist, for example, could be added to the Frameworks to help future users of the document and demonstrating that the Active Design Principles have been incorporated could form part of the design requirements for development within Chingford Mount and Leytonstone. More information on Active Design, including the guidance, can be found via the following link;

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

#### Future Impact on Sport Facilities

The Leytonstone Draft Framework indicates that potentially circa 1,710 new homes could be created within the area. The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within the area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as the Council's Playing Pitch Strategy (PPS) and/or any robust indoor sport facility strategy.

#### Existing Facilities

Sport England welcomes that the Multi-Use Games Area (MUGA) adjacent to Church Lane Car Park would be re-provided since MUGA's are facilities that provide opportunities for both formal and informal sport and physical activity for local communities. To ensure that this complies with national planning policy this replacement should be of, at least, equivalent quantity and quality as the existing MUGA and in a suitable location.

Although it is not clear if identified in the Council's sport facility strategy/strategies, the intention to improve facilities within Memorial Park is welcomed provided it aligns with Council and sport governing body needs for the area, such as addressing existing deficits or future need.

Sport England is unclear if any other sport facilities are affected by either Draft Framework, if there are these should be protected or replaced if they are not robustly identified as surplus for current

and future needs. This would ensure the Framework(s) is compliant with national planning policy, namely the NPPF, paragraph 99.

If you have any questions or would like any further advice, please do not hesitate to contact me.

Yours Faithfully

Mark Furnish

Planning Manager

## **Local Plan Part 2 - Site Allocations**

**From:** [REDACTED]

**Sent:** 07 January 2022 11:47

**To:** Planning Policy <Planning.Policy@walthamforest.gov.uk>

**Subject:** Local Plan Part 2 - Site Allocations

Dear Planning Policy Team,

### **SHAPING THE BOROUGH – WALTHAM FOREST LOCAL PLAN PART 2 SITE ALLOCATIONS**

Thank you for consulting Sport England on the above.

As previously stated, Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of National and Local Policy as well as supporting Local Authorities in developing their evidence base for sport. Sport England aims to ensure positive planning for sport by enabling the right facilities to be provided in the right places based on robust and up-to-date assessments of need for all levels of sport and for all sectors of the community. To achieve this aim our overriding planning objectives are to:

- PROTECT sports facilities from loss as a result of redevelopment.
- ENHANCE existing facilities through improving their quality, accessibility and management; and
- PROVIDE new facilities that are fit for purpose and meet demands for participation now and in the future.

You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields. Further detail on Sport England's role and objectives within the planning system can be found at <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport>

Sport England has reviewed the Proposed Site Allocations Document in light of these planning objectives and National Planning Policy set out in the National Planning Policy Framework (NPPF) and is disappointed that none of its comments submitted/issues raised in relation to the previous consultation appear to have been considered and resolved, especially since some proposed site allocations would not be compliant with National and Sport England Planning Policy thereby resulting in the document being unsound in Sport England's view. Although most of Sport England's previous submission is still applicable to the current document it will reiterate/expand its comments as follows:

#### **Unsound Site Allocations**

- **SA37 - Fellowship Square (Town Hall Campus)** – Chestnuts Field appears to have had cricket wickets on it in the past therefore Sport England considers this to be a playing field at this stage. The site allocation advocates work to, and loss of, playing field land for development that is not sport development and since the Council's Playing Pitch Strategy (PPS) does not identify this site, or any other site, as surplus then this site allocation would fail to meet the requirement of NPPF, paragraph 99, that advocates playing field land loss only when it is identified as surplus, it is replaced or the works are for sport/recreation facilities the benefits of which outweigh the loss of playing field land. Sport England's Playing Field Policy has a similar stance.
- **SA44 – Priory Court** – The site allocation does state to re-provide community space, but it is not clear if this relates to the existing Multi-Use Games Area (MUGA). In order for this allocation to be compliant with the NPPF, paragraph 99, the MUGA would also need to be provided which should be made clear in the site allocation documentation.
- **SA48 – Morrison's Supermarket and Car Park** – The allocation appears to suggest that the gym/sports facility on site would be lost, and it is not clear if this facility/site/building has been strategically identified as surplus for any of the borough's sporting facility provision need. Again, this appears contrary to the NPPF, paragraph 99. Sport England would like to also highlight that the site is adjacent to Goals Chingford so any adverse impact from noise from this facility should be fully mitigated in any development within this proposed site allocation and not by the Goals Chingford facility, i.e. the Agent of Change principle. It is recommended that this made clear at this stage since it could affect the design of any future proposal on any of the Morrison's site.
- **SA58 - Royal Epping Forest Golf Club** – The site allocation advocates the loss of the club house and maintenance buildings. It is not clear if this has, or will be, replaced or that it is surplus to the operation of the golf course and/or any other sport/recreational use. The loss of these facilities, therefore, would be contrary to the NPPF, paragraph 99 and Sport England Planning Policy.

#### Unclear if Unsound or Potentially Unsound Site Allocations

- **SA40 – Crown Lea** – The proposed site allocation, which proposes new residential properties, is adjacent to Walthamstow Cricket Club. Any emerging proposals would need to be carefully designed to mitigate the risk of ball strike and it is not clear if an assessment has been undertaken to ensure that this has been taken into consideration before proposing this site allocation. It is likely that Sport England and/or the ECB would seek any applicant/developer to undertake a ball-strike assessment at an early stage and design any scheme to reflect these recommendations therefore it questions whether the Council should have undergone this exercise when considering allocating this site. The assessment, for example, could require a 15 metre tall fence to mitigate the risk of ball strike that could cause issues developing the site whether from an operational, financial or wider planning policy aspect. It is not the responsibility of the cricket club to mitigate any risk which has been created by any development of an adjacent site that introduces sensitive uses adjacent to cricket facilities. (i.e the Agent of Change principle). If the impact from ball-strike is not mitigated, then any sensitive development within this proposed

site allocation could negatively prejudice the use of the adjacent playing field by resulting in restrictions of use for health and safety reasons. Sport England strongly recommends that the Council consider ball-strike risk issues at this stage and potentially consider undertaking a ball-strike risk assessment or express that one is required in the site allocation, so any developer can understand the implications of developing this site.

- **SA46 – Sainsburys Car Park and Adjacent Sites** – The allocation site is adjacent to an Artificial Grass Pitch (AGP) that has sports lighting. The AGP would be used into the evening therefore some of the 430 (or more) residential properties that would be close to the AGP are likely to experience noise and disturbance during this time. Again, referring to the Agent of Change Principle, it is not the responsibility of the AGP’s management to mitigate this impact so this should be made clear in the documentation. Sport England object to any proposal that would affect the existing operating hours of an existing facility. Sport England also notes that the site is close to Goals Chingford that also has sports lighting.
- **SA52 - Motorpoint, Sewardstone Road** – The allocation site is adjacent to a playing field that appears to have rugby pitches marked. Sport England would like to highlight that if the allocation site is used for parking to support the rugby pitches/playing field this parking should be retained in any emerging proposals, which does not appear to be the case. The loss of parking would considerably compromise the use of the playing field and result in Sport England objecting to the any scheme that comes forward. If the site does provide parking for the playing field the site allocation should state that this should be provided.

#### Other Comments

- **SA04 – The Score Centre** – Sport England supports that the existing sports facilities at the site would be re-provided/enhanced. This is considered to align with national policy requirements.
- **SA07 – Former Leyton FC Football Ground** – Although it is unlikely that the playing field has been used in the last 5 years the site does not appear to have been assessed as surplus playing field in the Council’s PPS. As a result, the facilities would be needed to help address the Council’s future sporting needs. The playing field, and ancillary facilities, would need to be replaced, or retained, in order for this allocation to comply with the NPPF, paragraph 99, and Sport England’s Playing Field Policy. Sport England notes that the allocation does state that the sports provision should be re-provided which is welcomed and aligns with the NPPF.
- **SA10 – Leyton Leisure Lagoon, SA22 – Cathall Leisure Centre and SA61 – Larkwood Leisure Centre, Nursery and land to rear of Larkwood Leisure Centre** - As previously noted, these proposed allocations do indicate that the leisure facilities would be replaced. The replacement facilities should, at least, be of equivalent quantity, quality and accessibility otherwise they would be contrary to the NPPF, paragraph 99, and Sport England’s Planning Policy
- **SA18 – Church Lane Car Park** – Sport England welcome that the existing MUGA, cycle hub and play spaces would re-provided. On the basis that any reprovision would be, at least, of equivalent quantity, quality and in a suitable location then this proposed site allocation would align with both the NPPF, paragraph 99, and Sport England’s Planning Policy.

Overall, Sport England does not consider certain site allocations to be justified and compliant with national policy and could result in significant detrimental implications for existing sports facilities, whether those be facilities on the allocation site or adjacent to the site allocation. As a result, Sport England considers some aspects of the Local Plan Part 2 to be currently unsound. Sport England would happily liaise further with the Council to address the issues raised above to ensure that the allocations would be justified and compliant with national policy and, therefore, sound.

Yours Faithfully,

Mark Furnish  
Planning Manager

Central Square South

Orchard Street  
Newcastle upon Tyne  
NE1 3AZ

T: [REDACTED]  
F: [REDACTED]

[avisonyoung.co.uk](http://avisonyoung.co.uk)



Our Ref: MV/ 15B901605

06 January 2022

London Borough of Waltham Forest  
**via email only**

Dear Sir / Madam

**Draft Leytonstone Framework November – January 2022 Representations on behalf of National Grid**

National Grid has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

**About National Grid**

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

**Response**

We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation.

**Further Advice**

National Grid is happy to provide advice and guidance to the Council concerning their networks.

Please see attached information outlining further guidance on development close to National Grid assets.

If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.

Avison Young (UK) Limited registered in England and Wales number 6382509.  
Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect National Grid's assets.

We would be grateful if you could add our details shown below to your consultation database, if they are not already included:

**Matt Verlander, Director**

Avison Young  
Central Square South  
Orchard Street  
Newcastle upon Tyne  
NE1 3AZ

**Spencer Jefferies, Town Planner**

National Grid  
National Grid House  
Warwick Technology Park  
Gallows Hill  
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,

**Matt Verlander MRTPI Director**  
**For and on behalf of Avison Young**

Avison Young (UK) Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS 2

National Grid is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Electricity assets

Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

National Grid's '*Guidelines for Development near pylons and high voltage overhead power lines*' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

National Grid's statutory safety clearances are detailed in their '*Guidelines when working near National Grid Electricity Transmission assets*', which can be downloaded here: [www.nationalgridet.com/network-and-assets/working-near-our-assets](http://www.nationalgridet.com/network-and-assets/working-near-our-assets)

#### Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Grid's '*Guidelines when working near National Grid Gas assets*' can be downloaded here: [www.nationalgridgas.com/land-and-assets/working-near-our-assets](http://www.nationalgridgas.com/land-and-assets/working-near-our-assets)

#### How to contact National Grid

If you require any further information in relation to the above and/or if you would like to check if National Grid's transmission networks may be affected by a proposed development, please visit the website: <https://lsbud.co.uk/>

For local planning policy queries, please contact: [nationalgrid.uk@avisonyoung.com](mailto:nationalgrid.uk@avisonyoung.com)

Avison Young (UK) Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS 3

## Local Plan Site Allocations

**From:** HNL Sustainable Places

**Sent:** 31 January 2022 16:13

**To:**

**Cc:** Kelvin Bathie, Oliver Norman

**Subject:** EA response To Waltham Forest Local Plan Site Allocations Document (LP2) - Regulation 19 Consultation

Dear Planning Policy Team,

Thank you for consulting us on your Regulation 19 Site Allocations and for providing the Level 2 SFRA as a supporting evidence base.

We have reviewed the Level 2 SFRA and there is no evidence that the Sequential Test or Exception Test have been applied in the consideration of the Site Allocations. We therefore find the proposed Site Allocations unsound as they are not justified or supported by an adequate flood risk evidence base.

Please find attached our formal response to the consultation which includes a letter and excel spreadsheet with detailed comments.

If you have any queries or would like to discuss our response please don't hesitate to contact me.

Best Regards,

**Tom Craig**

Planning Advisor, Hertfordshire and North London Sustainable Places

**Environment Agency** | 2 Marsham Street, 3<sup>rd</sup> floor, London, SW1P 4DF





***RESPONSE of THE CITY of LONDON CORPORATION as THE CONSERVATORS of EPPING***

***FOREST to the LONDON BOROUGH of WALTHAM FOREST DRAFT LOCAL PLAN 2012- 2035 (LP2 Site allocations and associated Habitats Regulations Assessment) PUBLIC CONSULTATION – January 2022.***

Thank you for consulting the City of London Corporation, as the Conservators of Epping Forest, on the London Borough of Waltham Forest’s (the Borough) Draft Local Plan (LP2) – Site Allocations and associated Habitats Regulations Assessment.

Epping Forest is held as a Charitable Trust by the City of London Corporation and comprises some 6,100 acres (2,500 hectares) of public open space and high tier conservation habitat, **including 1,055 acres (427 hectares) in the Borough**. The Forest is supported by a further 1,800 acres (730 hectares) of Buffer Lands, acquired by the City Corporation to protect the North of the Forest from encroaching development and to maintain the links between the Forest and the wider countryside.

We have reviewed the Site Allocations document received on the 8<sup>th</sup> November 2022. The Comments of the Conservators below should be read in conjunction with our response to the Waltham Forest Local Plan (LP1).

In our response to the Regulation 19 in December 2020 we advocated a review of the level and locations of growth and suggested that the Local Plan (LP2) should be revised at Regulation 19 in order to reduce likely significant effects on the Epping Forest SAC, as well as the overall heritage landscape of Epping Forest. This revision should also be accompanied by clear, precise, and coordinated SAC mitigation measures that have effect at a strategic level, being Plan-led rather than Project-led.

The Conservators and Natural England still await an Air Quality Mitigation Strategy and a borough wide SANG (Sustainable Alternative Natural Greenspace) Strategy. Without these documents the Conservators cannot be content that secured mitigation measures are in place to rule out Likely Significant Effect (LSE) alone or in combination.

In respect of the proposed site allocations, we are particularly concerned with proposed residential developments within 500m of the Forest boundaries (listed below) in general, as well as the SAC in particular.

Site	New homes (gross)
SA15 - The Territorial Army Centre	130
SA16 - Whipps Cross University Hosptial	1,500
SA19 - Tesco and adjoining sites, Leytonstone	1,110
SA52 – Motorpoint, Sewardstone Road	385
SA53 – Lea Valley Motor Company	15
SA54 – 60-74 Sewardstone Road	40
SA55 – UKPN, Budgens & Gresham Works, North Chingford	15
SA56 – Chingford Library & Assembly Hall	30
SA57 – North City Autos, Chingford	30
SA58 – Royal Epping Forest Golf Club	45
	Total: 3,300

The above table represents a large number of proposed dwellings within a short walking time/distance of the Forest, it is very difficult to mitigate the impacts of recreational pressure that would be likely to occur to such an expansive and appealing site as the Forest. The frequency of visits to the Forest from such close allocations are likely to be disproportionately high compared to allocations further away, especially in the more urban context of the Borough. Without comprehensive and approved SANGS and SAMMS Strategies in place adverse impacts cannot be ruled out.

The Conservators are supportive of the idea and believe it to be appropriate of SAMM+ measures for developments in close proximity to the EFSAC and wider Forest. We would support having an outline list of possible projects in the plan HRA, so they can be assessed as a whole rather than project level HRAs. The Conservators would welcome the opportunity to achieve this through discussions with Natural England and LBWF.

In conclusion, the Conservators continue to work with colleagues in LBWF to ensure that the integrity of the EFSAC is sustained against the impact from future development proposed in the emerging plan. The Conservators await completion of both the Air Quality Mitigation Strategy and the finalised SANG strategy.

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**Signed**

**Mr Tristan Vetta**  
**Land Agent & Planning Officer**  
January 2022

For correspondence please contact:

Tel: 



Planning Policy  
London Borough of Waltham Forest

By email:



11<sup>th</sup> January 2022

**Waltham Forest – Proposed Submission Local Plan Part 2 Site Allocations  
Consultation**

Dear Sir/Madam,

I refer to the above consultation on the Proposed Submission Local Plan Part 2 Site Allocations consultation document. Thames Water are the statutory water and sewerage undertaker for the borough and is therefore a “specific consultation body” in accordance with the Town & Country Planning (Local Development) Regulations 2012.

**Site Specific Comments**

Please find attached site specific comments in relation to water and wastewater infrastructure capacity for the proposed site allocations. In line with Policies 70 and 91 of the Submission Local Plan (LP1) we would welcome early engagement from developers to discuss their infrastructure requirements to help ensure that any necessary water and wastewater network upgrades are delivered as part of an integrated development. This approach will help to minimise the risk of needing to use conditions to ensure that the relevant phase of development is not occupied until necessary upgrades have been delivered thus avoiding potential adverse impacts such as sewer flooding, pollution of land or watercourses or issues of low/no water pressure for customers.

In addition, a number of the sites lie within source protection zones. We would seek to ensure that all developments within source protection zones protect the groundwater quality. This may require planning conditions requiring additional information to be provided on groundwater protection measures if the information is not included at the application stage to ensure that development complies with Policy 91 of the Submission Local Plan (LP1).

Developers can engage in pre-application discussions by contacting us at [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) and by using the pre-application advice facility available at: [www.thameswater.co.uk](http://www.thameswater.co.uk). In addition, further advice on groundwater protection issues can be obtained from Thames Waters' Groundwater Resources Team:  
email: [GroundwaterResources@Thameswater.co.uk](mailto:GroundwaterResources@Thameswater.co.uk)  
Tel: 0203 577 3603

Thames Water Utilities Limited – Registered Office: Clearwater Court, Vastern Road, Reading RG1 8DB  
Company number 02366661. VAT registration no GB 537-4569-15

### **Additional site comments**

In addition to the attached comments on sites we would also like to highlight the following comments in relation to individual sites.

#### **Site SA52: 1 Lea Valley Road, London E4 7PX and 51 and 53 Sewardstone Road, Chingford, London E4 7PU**

As well as being in a source protection zone this site is located immediately adjacent to an operational Thames Water site. In addition to the general comments on infrastructure capacity in the appended table, any applications for the development of the site should demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light from the operational site. Should mitigation measures be required to ensure this, the proposals should set out how and when any mitigation measures will be delivered to ensure that development complies with Policy 59 of the Submission Local Plan (LP1).

#### **Site SA53: 3 Lea Valley Road, London E4 7PX**

As well as being in a source protection zone this site is located close to an operational Thames Water site. In addition to the general comments on infrastructure capacity in the appended table, any applications for the development of the site should demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light from the operational site. Should mitigation measures be required to ensure this, the proposals should set out how and when any mitigation measures will be delivered to ensure that development complies with Policy 59 of the Submission Local Plan (LP1).

#### **Site SA48: 6-7 Salisbury Hall Gardens, London E4 8SN and 2 Morrison Avenue, London E4 8SA**

As well as being in a source protection zone this site is located close to the south of operational storm water tanks. In addition to the general comments on infrastructure capacity in the appended table, any applications for the development of the site should demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations, odour or light from the storm tanks. Should mitigation measures be required to ensure this, the proposals should set out how and when any mitigation measures will be delivered to ensure that development complies with Policy 59 of the Submission Local Plan (LP1).

#### **Site SA70: Argall Avenue SIL 4**

As well as being in a source protection zone this site is located close to an existing operational site on Low Hall Lane containing storm tanks. This site is also the subject of a proposed allocation

under SA09. However, should development of site SA70 occur before Site SA09 any applications for the development of the site should demonstrate there would be no adverse impact on the amenity of future occupiers from noise, vibrations, odour or light from the storm tanks, as per the comments made in relation to SA09. Should mitigation measures be required to ensure this, the proposals should set out how and when any mitigation measures will be delivered.

Accordingly, an additional 'Development Guideline' for the proposed allocation should be included:

***"Assessment of impact of storm tanks and proposed mitigation strategy if required"***.

As per the requirement for sites SA09 and SA03, if development is proposed within a zone of influence to the site, which intensifies or introduces a new more sensitive receptor, the proposal must be subject to an Odour Impact Assessment (OIA) based on odour sampling and modelling which must be submitted with the application. If the OIA requires any necessary mitigation to make the development acceptable, this must be funded by the developer in order to protect future users and/or residents' amenity in line with guidance in NPPF and the Agent of Change principle in new London Plan Policy D132.

**Site SA03: Auckland Road LSIS**

As per the representations made at Regulation 18 stage, Thames Water support the identification of their land within the wider site allocation SA03. Thames Water own and operate the existing Storm Water Tanks located within the centre of the proposed allocation. The allocation site is located within the urban area of Leyton, outside of the Metropolitan Green Belt, and is previously developed land. The site is immediately adjacent to two other proposed strategic allocations: SA04 (Osier Way) and SA05 (The Score Centre), both of which are for predominately residential development, with SA05 also incorporating leisure and community facilities including a doctor's surgery and nursery.

The Regulation 18 consultation version of the plan had a strong requirement for *"Re-provision of a new Thames Water Storm Water facility incorporating underground storm water storage tanks"* which was supported, as re-provision is essential for the comprehensive master planning and eventual delivery of the site.

In this version of the Plan, this has been reduced in impact and the allocation merely requires 'comprehensive master planning' and that 'comprehensive development... is supported', *and* only for the tanks to be dealt with where being directly affected – 'Proposals affecting the Thames Water Flood Tanks should re-provide and improve the infrastructure.'

We oppose this amendment and seek far stronger wording and a requirement that comprehensive master planning of the site be mandatory for the following reasons:

- The tanks are at the centre of the site, therefore any development surrounding them is likely to risk significant amenity issues which would need to be mitigated at the developer's cost. Working comprehensively to relocate the tanks would deliver a far more favourable outcome for all concerned and Thames Water is committed to working with the Council and landowners to facilitate this. This is consistent with the requirements of National planning Policy Framework (NPPF) 2021 paragraph 187 and London Plan 'Agent of Change' principle under policy D13.

- Local Plan Part 1 Policy 5 sets out at part H ii. that development which prejudices future development of a site or the development of a whole site in completeness will be resisted. We consider that this allocation, without the assurances that comprehensive master planning will be pursued, will not be sound or in accordance with the LPP1.

We propose additional wording be added to the 'Site requirements':

***“Development proposals will be expected to comprehensively masterplan the site to ensure the storm tanks are relocated prior to any new development.”***

We propose the following amendments to the 'Development Guidelines':

“Proposals ***at this site will*** affecting the Thames Water Flood Tanks ***and must*** ~~should~~ seek to re-provide and improve this infrastructure.”

This is justified for the reasons of ensuring the storm tank land can fulfil a significant part in the delivery of the site allocation, it is not stymied by the development of surrounding land coming forward in advance, and that it does not cause unacceptable amenity issues to future users and occupiers.

As a separate point to note, Thames Water have provided a hearing statement to the Examination in Public for the LPP1 which sets out that the tanks should not be included within the 'LSIS' designation as they do not fulfil the purpose nor criteria of LSIS designated land.

Site SA09: Low Hall Depot, Argall Avenue, London E10 7AS

This is partially on TW land on which there are storm tanks and therefore early consultation would be required. There is potential for odour issues at this site. Surface water is expected to be discharged to the watercourse.

As per our response to the Regulation 18 consultation Thames Water support the identification of their land within the wider site allocation SA09. Thames Water own and operate the existing Storm Water Tanks located in the north-eastern corner of the site. The allocation site is located within the urban area, outside of the Metropolitan Green Belt, and is previously developed land. The proposed allocation encompasses a number of currently separate sites and proposes new residential, non-residential floorspace, and the replacement of the Low Hall Depot.

The nature of the function of the existing storm tanks means that relocation is an essential part of the comprehensive master planning and delivery of development of the site. The tanks must be relocated prior to any development taking place in order to protect the amenity of new residents and in order to be consistent with the requirements of National Planning Policy Framework (NPPF) 2019 paragraphs 170 and 180.

The 'Site Requirements' for proposed allocation must therefore be amended to include:

***“Re- provision of a new Thames Water Storm Water facility incorporating underground storm water storage tanks”.***

Thames Water will continue to work proactively with the Council regarding the redevelopment of the site and the feasibility of relocating the storm tanks elsewhere within the site. In due course, technical and feasibility assessments will be required to inform the development of a comprehensive masterplan for the site. Careful master planning and technical design will be

required to ensure that the relocated storm tanks will not impact unacceptably on the amenities of neighbouring development by virtue of odour, noise or lighting associated with their operation.

Therefore, we also consider that the 'Development Guidelines' for the proposed allocation must therefore be amended to include:

***“Comprehensive approach to master planning the site to manage infrastructure requirements and protect future amenity”.***

This is also a requirement of Local Plan Part 1 Policy 5F and G that development sites come forward in a coordinated way.

LPP1 Policy 5H part ii. requires that proposed development which prejudices development on a neighbouring site or comprehensive development of the whole site.

Thames Water is a regulated company and any investment that it makes into its assets is ultimately funded via its customers' bills, meaning there is enormous pressure on its investment programme. Whilst it is Thames Water's intention to continue to maintain and enhance the existing storm tanks, there is no business case for Thames Water customers to fund the relocation of the storm tanks. Consequently, the storm tanks will only be relocated if relocation and associated works to address the impacts of the operation of the tanks are facilitated and funded by the redevelopment of the wider site.

If for any reason, any part of the site was to come forward for development prior to the storm water tanks being relocated (which we do not support as set out above), the proposal must be subject to an Odour Impact Assessment (OIA) based on odour sampling and modelling which must be submitted with the application. If the OIA requires any necessary mitigation to make the development acceptable, this must be funded by the developer in order to protect future users or residents' amenity in line with guidance in NPPF and the Agent of Change principle in new London Plan Policy D132.

There are a number of reasons why the site should be dealt with comprehensively to include storm tank relocation. As well as releasing more land and the policy requirement set out in LPP1 and referenced above, it will create a better visual environment and amenity for the surrounding proposed development and for existing residents.

In summary the proposed allocation SA09 is supported by Thames Water subject to:

- the inclusion of a requirement for the storm tanks to be relocated as part of the comprehensive redevelopment of the site; and
- **the relocation of the storm tanks and necessary mitigation to protect the amenities of new residents being facilitated and funded by the comprehensive redevelopment of the site.**

Surface water arising from this site should be discharged into the watercourse.

#### Site SA04: The Score Centre, 100 Oliver Road, E17 9HL

This site lies adjacent to existing operational storm tanks which form part of Site SA03. Permission has been granted for development of the site subject to conditions including requirements for additional odour modelling and potential mitigation measures.

It may be advisable to consider the strategy for this site in association with the impact of the storm tanks in association with Auckland Road SA03.

I trust that the above comments will be given due consideration.

Yours faithfully,

Phoebe Juggins Thames Water Utilities Limited

Site ID	Site Name	Water Response	Waste Response	Additional Comments
67119	1 Lea Valley Road, London E4 7PX and 51 and 53 Sewardstone Road, Chingford, London E4 7PU	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a> .	On the information available to date, we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.

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Company number 02366661. VAT registration no GB 537-4569-15

67117	1, 3 and 5-7 Old Church Road, Chingford Mount, London E4 6SJ	<p>On the information available to date, we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk Telephone: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>On the information available to date, we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk Telephone: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.</p>
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67092	11 and 21 Priory Court, Walthamstow, London E17 5NB	On the information available to date, we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk Telephone: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date, we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk Telephone: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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67097	13 Hall Lane, London E4 8HH	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date, we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.</p>
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67095	1-4 Cork Tree Way, Hall Lane, London E4 8JA	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>On the information available to date, we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.</p>
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67125	140 Station Road, Chingford, London E4 6AN	On the information available to date, we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date, we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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67074	152-154 Blackhorse Road, Walthamstow, London E17 6NH	On the information available to date, we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date, we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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67124	174-180 Station Road, Chingford, London E4 6AN	<p>On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	
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67128	175 New Road, London E4 9EY and 179 New Road, London E4 9EZ	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
67073	19 Hoe Street, Walthamstow, London E17 4SB and 61-63 Tower Hamlets Road, Walthamstow, London E17 4RQ	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67093	234-240 Billet Road, Walthamstow, London E17 5DY	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
67088	253 Wood Street, Walthamstow, London E17 3NT	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67120	3 Lea Valley Road, London E4 7PX	<p>On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.</p>
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59683	472-478 Larkshall Road, Chingford, London, E4 9HH (Approved 28/4/20)	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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65233	480-510 Larkshall Road, Chingford, E4 9HH (Pending)	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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		<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .		
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67094	5 and 11 Walthamstow Avenue, Walthamstow, London E4 8ST	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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		<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .		
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67079	59-69 Sutherland Road, Walthamstow, London E17 6BH	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email
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				GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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56190	60-74, Sewardstone Road, Chingford, London, E4 7PR (PENDING)	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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67096	6-7 Salisbury Hall Gardens, London E4 8SN and 2 Morrison Avenue, London E4 8SA	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co. uk Tel: 0203 577 3603.
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67060	68, 72 and 74 Norlington Road, Leyton, London E10 6LA	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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67055	829-837 High Road Leytonstone, Leytonstone, London E11 1HH	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	
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71686	Argall Avenue SIL 4	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting</p>	<p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission.  “Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.  Reason</p>
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		<p>the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>		<p>- To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.</p>
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7166 8	Auckland Road LSIS	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	
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6705 7	Avenue Road Estate, Leytonstone, London E11 4JR / E11 RHN	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.</p>
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67059	B&M and adjoining sites 444 High Road Leytonstone, Leytonstone, London E11 3HR/3QL	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	
71683	Barrett Road	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

7168 5	Blackhorse Lane SIL 3	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.</p>
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6709 1	Brandon Road Car Park, Brandon Road, Walthamstow, London E17 3TJ	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
67058	Cathall Road, Leytonstone, London E11 4LA / E11 4LJ	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website	

			<a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a> .	
71678	Chingford Library and Assembly Hall, Station Road,	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67038	Church Lane Car Park, Vernon Road, Leytonstone, London E11 4QN	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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67784	Church Road/Estate Way, 210 Church Road, Leyton *SPZ2*	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not
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		<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a> Tel: 0203 577 3603.
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7169 1	Deacon Trading Estate (Cabine t Way)	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
67122	Electric House, 2C Station Road, Chingford, London E4 7BH	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67123	Former South Chingford Library 58 Hall Lane, Chingford,	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
71681	Hainault Road	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website	

			<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development.</a>	
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71684	Highams Park Industrial Estate	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application</p>	
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65614	Homebase Site, 2c Fulbourne Road, Walthamstow, London E17 4EE (Pending)	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website	The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application	
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		<a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development.</a>		
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71682	Howard Road	<p>On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission.  “Development here by approved Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.  Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email</p>
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				GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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63648	Hylands Road, Walthamstow, London E17 4AW	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	
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67037	Joseph Ray Road, Leytonstone, London E11 1AA	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	
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71680	Justin Road / Trinity Way	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting</p>	<p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission.  “Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.  Reason</p>
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		<p>the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>		<p>- To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.</p>
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7168 8	Lamma s Road SIL 6	<p>On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
71692	Lea Bridge Hotel Site	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

6703 5	Leyton Bus Garage , High Road Leyton, London E10 6AD	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email  GroundwaterResources@Thameswater.co.uk  Tel: 0203 577 3603.</p>
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6702 6	Leyton Footbal l Ground , Lea Bridge Road, Leyton, London E10 7LD	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email  GroundwaterResources@Thameswater.co.uk  Tel: 0203 577 3603.</p>
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6703 0	Leyton Leisure Lagoon, 763 High Road Leyton, Leyton, London E10 5AB	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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67013	Leyton Mills Retail Park, Marshall Road, Leyton, London E10 5NH	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	
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65569	Low Hall Depot, Argall Avenue, London E10 7AS	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>This is partially on TW land and there is a TW storm tanks and therefore early consultation would be required. There is potential for odour issues at this site. Surface water is expected to be discharged to the watercourse.</p>
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		<p>the Thames Water website  <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>		
67080	<p>Magistrates Building, 1 Farnan Avenue, London E17 4NX and Sycamore House, Town Hall Forest Road</p>	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting</p>	<p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application</p>	

		<p>the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>		
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67015	New Spitalfields Market, Sherrin Road, London E10 5SQ	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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71679	North Circular SIL 2	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission.  “Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.  Reason</p>
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		<p>the Thames Water website  <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>infrastructure by visiting the Thames Water website  <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>- To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email  <a href="mailto:GroundwaterResources@Thameswater.co.uk">GroundwaterResources@Thameswater.co.uk</a>          k Tel: 0203 577 3603.</p>
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7169 0	Orient Way SIL 7	<p>On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission.  “Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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67072	Osborne Road, Walthamstow, London E17 6PD	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
67129	Pear Tree House, 24 Gordon Road, Chingford, London E4 6BU	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

71687	Rigg Approach SIL 5	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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67068	Sainsburys 112 High Street, Walthamstow, London E17 7JY	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. “Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason
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		<p>the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>		<p>- To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.</p>
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6035 6	Site 1 (Argall Way, Leyton, London , E10) - Site 2 (Lea Bridge Road, London E10) - Site 3 (Orient Way	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan.</p> <p>Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a>.</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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65460	SPZ 2, 806 Leyton High Road, Leyton, London, E10 6AE	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a> .	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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60944	SPZ2 Lea Bridge Gas Works, 78 Perth Road, Leyton, London, E10 7PB (Pending)	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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67065	St James Street, Walthamstow, London E17 7NH	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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52415	Standard Music Venue The Tryst, 1, Blackhorse Lne, Walthamstow, London E17 (Pending)	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater</p>
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				Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
67032	Stanley Road Car Park, Stanley Road, Walthamstow, London E10 7FF	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67036	Territorial Army Centre, 900 Lea Bridge Road, London E17 9DW	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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67031	Tesco, Bakers Arms, 825 High Road Leyton, Leyton, London E10 7AA	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network	
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67053	TESCO, Gainsborough Road,Leytonstone, London E11 1HT and 865-873 High Road Leytonstone	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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67064	The Mall Walthamstow, 45 Selborne Rd, Walthamstow, London E17 7JR	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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55681	The Score Centre, 100 Oliver Road, E17 9HL (SITE ALLOCATED PENDING)	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website	The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water	
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67090	Travis Perkins 171 Wood Street, Walthamstow, London E17 3LX	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	

67063	Walthamstow Central Bus Station, Selborne Road, Walthamstow, London E17 7JP	The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development</a> .	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email <a href="mailto:Devcon.team@thameswater.co.uk">Devcon.team@thameswater.co.uk</a> tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
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58079	Webbs Industrial Estate, 108 Blackhorse Lane, E17 6AA (Pending)	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website</p>	<p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application</p>	<p>The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not</p>
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69618	Whipps Cross University Hospital Whipps Cross Road, Leytonstone, London, Waltham Forest (Pending)	<p>The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	<p>The scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The developer can request information on network infrastructure by visiting the Thames Water website <a href="https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development">https://developers.thameswater.co.uk/Developinga-large-site/Planning-your-development</a>.</p>	
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67070	Wilko 115 High Street, Walthamstow, London E17 7DB	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	The proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water would seek the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.
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66507	Wood Street Library, Forest Road, London E17 4AA (Pending)	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	
67089	Wood Street Station, Walthamstow, London E17 3NZ	On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	On the information available to date we do not envisage infrastructure concerns regarding wastewater networks in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ	



Mr Stewart Murray  
Strategic Director of Regeneration & Growth

LB Waltham Forest

Sycamore House

Town Hall complex

Forest Road

LONDON

E17

Email: [REDACTED]

Direct Dial: [REDACTED]

10 January 2022

Dear Stewart

**RE: CONSULTATION ON THE PROPOSED SUBMISSION LOCAL PLAN SHAPING THE BOROUGH: PART 2 SITE ALLOCATIONS DOCUMENT (REGULATION 19 CONSULTATION) - LEE VALLEY REGIONAL PARK AUTHORITY REPRESENTATIONS**

Thank you for consulting the Regional Park Authority on the Local Plan Proposed Submission Version Part 2 Site Allocations Document Regulation 19 consultation. A report on this matter was considered by the Authority's Members at the Lee Valley Regeneration and Planning Committee on the 16th December 2021 when the following representations were agreed.

## **Proposed Submission Version Local Plan Part 2 Site Allocations Document**

### **Lee Valley Ice Centre site and the Waterworks Centre and Car Park**

The Authority maintains its position that both the Ice Centre and the WaterWorks Centre should be included as Site Allocations within the Part 2 Local Plan Site Allocations document. Including allocations for these sites would provide an effective mechanism to protect the long term future of these sites and their inclusion should be reconsidered. These allocations would demonstrate that the Plan has been 'positively prepared' enabling the Authority to improve and grow the visitor, sporting and wider cultural offer of the Regional Park for the benefit of local people within the South Waltham Forest strategic growth area and the wider region.

It is recognised that the above sites do not fit the usual template/proforma in that they are leisure sites and designated as MOL. It is also understood that the focus for LP2 is on allocating sites for housing to meet the Council's housing targets. However, the Lee Valley Ice Centre is a major leisure designation and community asset within the Lea Bridge Strategic Location contributing to the local and regional visitor economy, providing opportunities for ice sport, training and leisure activity. The WaterWorks Centre and car park is also a leisure site with potential for redevelopment for other leisure uses in particular visitor accommodation, in line with the Park Development Framework Area proposals.

Further comments on the proposed Site Allocations currently included in the Local Plan Part 2 Proposed Submission document are set out below and relate to sites located both within the Regional Park and adjacent to its boundary. A number of new sites have been included in LP2 which are of relevance to the Regional Park and these have generated a number of comments. For ease of reference, key points are highlighted as representations for consideration.

### **South Waltham Forest**

#### **Sites SA01 Leyton Mills Retail Park and SA02 New Spitalfields Market**

The Authority notes and welcomes the additional detail included as part of the site allocations and Placemaking plans for both SA01 and SA02, sites that lie outside the Regional Park but opposite the Lee Valley Hockey and Tennis Centre (LVH&TC). This detail has been informed by the recent work on the 'New Leyton' Development Framework with which officers have been involved. The framework also includes the LVH&TC and the Temple Mills Bus Depot, sites that fall within the LLDC area. It is understood the Framework document will inform a New Leyton Supplementary Planning Document and this will provide more detailed guidance for development. The Authority would wish to be consulted on this document in due course.

The strengthening of proposed site requirements for strategic cycle and pedestrian connections between both sites and the adjoining open spaces and public transport nodes is endorsed, as is the requirement for development to support delivery of a new station at Ruckholt Rd. A new station in this location would significantly improve public transport accessibility for the Lee Valley Hockey and Tennis Centre. The Authority also supports the proposal to "explore a new pedestrian and cyclist bridge link over the railway lines connecting to Eton Manor" from the south of the Leyton Mills retail park. It should be clarified however, that all these measures will improve connectivity to the wider Regional Park as well as the QEOP. **Reference to the Lee Valley Regional Park has been dropped from the current text and should be reinserted.**

The Authority supports the requirement within the Development Guidelines for SA02 that significant public realm and green open space should be provided as part of development, including a new public park with an ecological focus. Given the quantum of development coming forward it is important that each new development is able to provide all the open space, amenity and recreational/leisure needs required by new residents and employees. Whilst the Lee Valley Hockey & Tennis Centre opposite includes areas of public open space and areas of valuable habitat the Authority's primary objectives in relation to the site are to ensure it continues to serve a regional, national and international sporting and leisure market, as well as serving local sporting need in relation to tennis and hockey. It forms part of the QEOP's zone of sporting excellence.

The Authority also welcomes the inclusion of Planning Guidelines which highlight the opportunities for onsite ecology and biodiversity including green buffers, daylighting the culverted river, improving the River Lea habitat, 'wild' public amenity and tree planting. These green and ecological spaces should be located and designed to complement the adjoining Lee Valley Hockey & Tennis Centre to the south and Hackney Marshes to the west. **The guidelines should specify a 'dark corridor' along the sensitive western edge of the site where it borders with the Regional Park and Hackney Marshes in order to enhance the existing wildlife corridor and ecological connectivity.**

Further detail on what the 'potential for height' as noted in the Placemaking Plan might mean would be helpful, given the proximity of these sites to the Regional Park. The Placemaking Plans should also consider views through into both the Regional Park (including views to the north 'up the valley') and the QEOP; maintaining views south through to the VeloPark will be important for example.

### **Site SO09 Low Hall Depot**

The Low Hall Depot allocation sits partially within the Park to the north east of Walthamstow

Marshes. **The Regional Park reference should be included as one of the Planning Designations in the site allocation.** This will relate to draft Policy 84 in the Local Plan Part 1 Strategic Policies.

It is noted that the site capacity has increased from 440 new homes to 700 with 16,400sqm of industrial floorspace (previously 2,500sqm of non-residential floorspace). **Provision of open space, urban greening and tree planting should be a requirement of development.**

Currently the development guidelines only state that provision is to “be explored”. The Placemaking Plan indicates proposed green space and pedestrian and cycle connectivity and specifies a strategic public connection between Low Hall Sports Ground and Low Hall Flood meadows. Providing pedestrian and cycle links to the rest of the Regional Park in line with the PDF Area 2 Proposals is missing however. The Area 2 Proposals highlight the importance of reconnecting the Low Hall area into the rest of the Park at Walthamstow Marshes and improving the provision of facilities for visitors.

The Authority supports the requirement for development to deliver improvements to Low Hall Flood Meadows, provided these safeguard existing ecological value. **Stronger guidance is required to realise the potential of the Dagenham Brook. As previously commented a river restoration scheme should be considered.**

### **North Waltham Forest SA52 Motorpoint and SA53 Lea Valley Motor Company Lea Valley Rd**

The Authority is concerned that although both these sites are located within the Regional Park this fact is not specified within the Planning Designations for the site allocations. **Both sites sit adjacent to an important east west route through the Park and any development should seek to enhance its quality and accessibility.** The Authority’s previous comments highlighted the importance of delivering improvements to this area of the Park in accordance with the PDF Area 5 Visitor proposals. These would include provision of gateway features, combined with traffic calming, the setting back of fencing and the creation of broad pedestrian boulevards to be linked to the Lea Valley Walk and the Pathway Corridor (proposal 5.A.1). These points do not appear to have been addressed. As in the previous version the Placemaking Plan for SA52 retains a reference to the potential for tall buildings on site. **The development guidelines should therefore also recognise the proximity of the King George’s and William Girling Reservoirs and their SSSI status.** These areas sit within the key north south route for bird migration in the Lee Valley and this will need to be considered in relation to any tall buildings and overlooking of the reservoirs.

### **New Site Allocations SA63 North Circular SIL2 and SA69 Blackhorse Lane SIL3**

Both the above site allocations relate to Strategic Industrial Locations (SIL) situated outside but adjacent to the Regional Park boundary. The Authority supports the inclusion of Site Requirements that identify the delivery of green infrastructure and open green space alongside the shared boundaries with the Park. SA69 is located adjacent to Walthamstow Reservoirs SSSI, which forms part of the Lee Valley SPA and Ramsar. Future master planning for this site will need to ensure the inclusion of substantial open and green space as a buffer to development as well as measures to prevent impacts from noise, light, air and water pollution. Draft Local Plan Part 1 Policy 84 Lee Valley Regional Park states under bullet point F) that

***“Planning applications for development at Blackhorse Lane will need to be accompanied by a project level HRA to ensure the development will not generate adverse urban effects on the integrity of the Lee Valley SPA and Ramsar. “***

The Authority welcomes the inclusion of development guidelines for SA63 that promotes the delivery of strategic cycle and pedestrian connections through the site to link with the wider area including land within the Park and within Meridian Water. **Reference to the Regional Park should be included so it is clear that these connecting routes will provide access to strategic recreational routes such as the Lea Valley Walk and Lee Valley Pathway and to major leisure sites such as the Lee Valley Leisure Complex at Pickett’s Lock.** The Authority’s PDF Area Proposals 4.A.1 include a proposal to develop a linear waterside park around Banbury Reservoir as part of a new visitor hub. The development guidelines identify potential for development to include a circular loop around Banbury Reservoir connecting to William Girling Reservoir so there is scope to explore the potential of this project as part of any future development proposals on this site.

### **SA70 Argall Avenue SIL 4 and SA71 Rigg Approach SIL5**

The north east portion of the Argall Avenue SIL site and all of the Rigg Approach SIL are located within the Regional Park. The Planning Designations section of both Site Allocations should reflect this position. The Authority’s PDF Area 2 Proposals (2.A.3 and 2.A.6 respectively) therefore apply. **For both sites the emphasis for the development guidelines and Placemaking Plans should be to improve pedestrian and cyclists routes, their quality and safety, enhancing and establishing links between sites and through into the Park to the south and west.** The Authority supports the Council in seeking to resurrect ancient routes such as the Black Path where it enters the Park from the north east and passes through the Argall Avenue site and to then establish a route alongside the eastern boundary of the Flood Relief Channel within the Rigg Approach site. This would, as stated need to include improvements to the existing footbridge crossing of the railway to the north of the Rigg Approach site.

Both Placemaking Plans identify the boundary with the Park as a sensitive boundary. The development guidelines need to be clear that improvements along this boundary should secure a scheme to enhance the Flood Relief Channel, its biodiversity value, its landscape and water quality and its recreational amenity as part of a green route through into the rest of the Park.

**The Site Requirements should identify improvements to the Lea Bridge Road frontage of the Rigg Approach site under the Site Allocation.** The Placemaking Plan indicates Lea Bridge Rd is a 'key frontage' but it is unclear what would be required as part of any future redevelopment. Reference to the PDF Area 2 Proposals for Lea Bridge Rd would be of benefit. These seek to improve the landscape quality of the road and to strengthen the awareness of crossing the park/valley, establishing selective visual connections to the open spaces of the valley to the north and south. **The Authority would wish to ensure the Site Requirements secure the delivery of a coordinated landscape treatment for the road frontage as part of any redevelopment, including directional and entrance signage that creates an entrance point to the Regional Park and the Borough.**

#### **SA72 Lammas Rd SIL6 and SA73 Orient Way SIL7**

The Lammas Road industrial estate is located within the Regional Park adjacent to the Lee Valley WaterWorks centre and Nature Reserve. **The Site Allocation should be amended to include the Lee Valley Regional Park as a Planning Designation relevant to this site.** The draft Local Plan Part 1 Policy 84 'The Lee Valley Regional Park' would therefore apply.

The Authority acknowledges that this is a Strategic Industrial location and that development would be expected to provide replacement SIL compliant floorspace capacity. The masterplan process identified as a site requirement should however look to address the relationship of this site to the Regional Park and consider how new industrial development, including the requirement to widen Lammas Road itself, can be delivered that also secures significant improvements to the amenity, ecological integrity and visitor enjoyment of the Regional Park.

The Placemaking Plan and Development Guidelines highlight the sensitive nature of the adjoining parklands and nature reserve. They include a requirement for improved green infrastructure, green space and planting along the boundary with the WaterWorks site. This is welcomed but **the Authority would wish to see sufficient space provided within the Site Allocation to achieve this new green edge and buffer habitat.** Green infrastructure principles should also be applied throughout the site given its location within the Park.

The Authority supports the principle of strategic cycle and pedestrian connections through the site linking to the Rigg Approach and the WaterWorks Centre and parklands together with the enhancement of the quality and safety of existing bridge crossings over the railway. **However, the detail of these routes and connections into existing pathways would need to take account of the Authority's own proposals for the Park and future plans for the WaterWorks Centre.**

The Orient Way SIL Site Allocation is set back some distance from the Regional Park behind Lammas Rd and Orient Way itself. **However, the development guidelines should ensure that the creation of green and biodiverse corridors along the site boundaries with Orient Way connect with similar provision and green infrastructure on the adjacent Lammas Rd site and link through to the Regional Park.**

The Authority has raised a number of detailed points above in relation to those site allocations within or adjacent to the Park, particularly the new industrial locations. It is hoped that these detailed comments can be addressed through modification to the Proposed Submission version of LP2 in consultation with officers and as part of preparing the documents for examination. It is important to note however that the Authority would consider the LP2 document unsound if it does not reference the Regional Park as a Planning Designation within the Site Allocations that are situated within the Park. This would improve the effectiveness of the LP2 Site Allocations in delivering the Council's objectives for each area and the Regional Park.

The Authority looks forward to engaging further with Borough officers on the final stages of preparing the LP2 Site Allocations document for examination as part of the Duty to Co-operate process and would wish to be kept informed regarding engagement with the examination process in due course.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Claire Martin', with a date '2/12/24' written below it.

Claire Martin

**Head of Planning**

## **WALTHAM FOREST LOCAL PLAN PART 2 SITE ALLOCATIONS**

**From:** Mark Furnish

**Sent:** 07 January 2022 11:47

**To:** Planning Policy

**Subject:** Local Plan Part 2 - Site Allocations

Dear Planning Policy Team,

## **SHAPING THE BOROUGH – WALTHAM FOREST LOCAL PLAN PART 2 SITE ALLOCATIONS**

Thank you for consulting Sport England on the above.

As previously stated, Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of National and Local Policy as well as supporting Local Authorities in developing their evidence base for sport. Sport England aims to ensure positive planning for sport by enabling the right facilities to be provided in the right places based on robust and up-to-date assessments of need for all levels of sport and for all sectors of the community. To achieve this aim our overriding planning objectives are to:

- PROTECT sports facilities from loss as a result of redevelopment;
- ENHANCE existing facilities through improving their quality, accessibility and management; and
- PROVIDE new facilities that are fit for purpose and meet demands for participation now and in the future.

You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields. Further detail on Sport England's role and objectives within the planning system can be found at <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport>

Sport England has reviewed the Proposed Site Allocations Document in light of these planning objectives and National Planning Policy set out in the National Planning Policy Framework (NPPF) and is disappointed that none of its comments submitted/issues raised in relation to the previous consultation appear to

have been considered and resolved, especially since some proposed site allocations would not be compliant with National and Sport England Planning Policy thereby resulting in the document being unsound in Sport England's view. Although most of Sport England's previous submission is still applicable to the current document it will reiterate/expand its comments as follows:

#### Unsound Site Allocations

- **SA37 - Fellowship Square (Town Hall Campus)** – Chestnuts Field appears to have had cricket wickets on it in the past therefore Sport England considers this to be a playing field at this stage. The site allocation advocates work to, and loss of, playing field land for development that is not sport development and since the Council's Playing Pitch Strategy (PPS) does not identify this site, or any other site, as surplus then this site allocation would fail to meet the requirement of NPPF, paragraph 99, that advocates playing field land loss only when it is identified as surplus, it is replaced or the works are for sport/recreation facilities the benefits of which outweigh the loss of playing field land. Sport England's Playing Field Policy has a similar stance.
- **SA44 – Priory Court** – The site allocation does state to re-provide community space but it is not clear if this relates to the existing Multi-Use Games Area (MUGA). In order for this allocation to be compliant with the NPPF, paragraph 99, the MUGA would also need to be provided which should be made clear in the site allocation documentation.
- **SA48 – Morrison's Supermarket and Car Park** – The allocation appears to suggest that the gym/sports facility on site would be lost and it is not clear if this facility/site/building has been strategically identified as surplus for any of the borough's sporting facility provision need. Again, this appears contrary to the NPPF, paragraph 99. Sport England would like to also highlight that the site is adjacent to Goals Chingford so any adverse impact from noise from this facility should be fully mitigated in any development within this proposed site allocation and not by the Goals Chingford facility, i.e. the Agent of Change principle. It is recommended that this be made clear at this stage since it could affect the design of any future proposal on any of the Morrison's site.
- **SA58 - Royal Epping Forest Golf Club** – The site allocation advocates the loss of the club house and maintenance buildings. It is not clear if this has, or will be, replaced or that it is surplus to the operation of the golf course and/or any other sport/recreational use. The loss of these facilities, therefore, would be contrary to the NPPF, paragraph 99 and Sport England Planning Policy.

#### Unclear if Unsound or Potentially Unsound Site Allocations

- **SA40 – Crown Lea** – The proposed site allocation, which proposes new residential properties, is adjacent to Walthamstow Cricket Club. Any emerging proposals would need to be carefully designed to mitigate the risk of ball strike and it is not clear if an assessment has been undertaken to ensure that this has been taken into consideration before proposing this site allocation. It is likely that Sport England and/or the ECB would seek any applicant/developer to undertake a ball-strike assessment at an early stage and design any scheme to reflect these recommendations therefore it is questions whether the Council should have undergone this exercise when considering allocating this site. The assessment, for example, could require a 15 metre tall fence to mitigate the risk of ball strike that could cause issues developing the site whether from an operational, financial or wider planning policy aspect. It is not the responsibility of the cricket club to mitigate any risk which has been created by any development of an adjacent site that introduces sensitive uses adjacent to cricket facilities. (i.e. the Agent of Change principle). If the impact from ball-strike is not mitigated then any

sensitive development within this proposed site allocation could negatively prejudice the use of the adjacent playing field by resulting in restrictions of use for health and safety reasons. Sport England strongly recommends that the Council consider ball-strike risk issues at this stage and potentially consider undertaking a ball-strike risk assessment, or express that one is required in the site allocation, so any developer can understand the implications of developing this site.

- **SA46 – Sainsburys Car Park and Adjacent Sites** – The allocation site is adjacent to an Artificial Grass Pitch (AGP) that has sports lighting. The AGP would be used into the evening therefore some of the 430 (or more) residential properties that would be close to the AGP are likely to experience noise and disturbance during this time. Again, referring to the Agent of Change Principle, it is not the responsibility of the AGP's management to mitigate this impact so this should be made clear in the documentation. Sport England object to any proposal that would affect the existing operating hours of an existing facility. Sport England also notes that the site is close to Goals Chingford that also has sports lighting.
- **SA52 - Motorpoint, Sewardstone Road** – The allocation site is adjacent to a playing field that appears to have rugby pitches marked. Sport England would like to highlight that if the allocation site is used for parking to support the rugby pitches/playing field this parking should be retained in any emerging proposals, which does not appear to be the case. The loss of parking would considerably compromise the use of the playing field and result in Sport England objecting to the any scheme that comes forward. If the site does provide parking for the playing field the site allocation should state that this should be provided.

#### Other Comments

- **SA04 – The Score Centre** – Sport England supports that the existing sports facilities at the site would be re-provided/enhanced. This is considered to align with national policy requirements.
- **SA07 – Former Leyton FC Football Ground** – Although it is unlikely that the playing field has been used in the last 5 years the site does not appear to have been assessed as surplus playing field in the Council's PPS. As a result, the facilities would be needed to help address the Council's future sporting needs. The playing field, and ancillary facilities, would need to be replaced, or retained, in order for this allocation to comply with the NPPF, paragraph 99, and Sport England's Playing Field Policy. Sport England notes that the allocation does state that the sports provision should be re-provided which is welcomed and aligns with the NPPF.
- **SA10 – Leyton Leisure Lagoon, SA22 – Cathall Leisure Centre and SA61 – Larkswood Leisure Centre, Nursery and land to rear of Larkswood Leisure Centre** - As previously noted, these proposed allocations do indicate that the leisure facilities would be replaced. The replacement facilities should, at least, be of equivalent quantity, quality and accessibility otherwise they would be contrary to the NPPF, paragraph 99, and Sport England's Planning Policy
- **SA18 – Church Lane Car Park** – Sport England welcome that the existing MUGA, cycle hub and play spaces would re-provided. On the basis that any reprovision would be, at least, of equivalent quantity, quality and in a suitable location then this proposed site allocation would align with both the NPPF, paragraph 99, and Sport England's Planning Policy.

Overall, Sport England does not consider certain site allocations to be justified and compliant with national policy and could result in significant detrimental implications for existing sports facilities, whether those be facilities on the allocation site or adjacent to the site allocation. As a result Sport England considers some aspects of the Local Plan Part 2 to be currently unsound. Sport England would happily liaise further with the Council to address the issues raised above to ensure that the allocations would be justified and compliant with national policy and, therefore, sound.

Yours Faithfully

**Mark**      **Furnish**  
Planning Manager

**M:**

**Regeneration and Culture**

Floor 5, Lynton House, 255-259, High  
Road, Ilford, Essex, IG1 1NN

Please ask for: Christopher Waller

Direct line: [REDACTED]

Email:

Our ref: CW/PPT/LBWFLP/004

Your ref:

Date: 31 January 2022

Dear Waltham Forest Planning Policy Team,

**Waltham Forest Local Plan (LP2) Regulation 19 Allocations Document**

Our comments below relate to those proposed site allocations which have strategic or cross-boundary implications and should be read in conjunction with our response to the LP1 consultation.

**General Comments**

We support the overall approach to the site allocations, specifically the focus on strategic sites; whilst also designating key sites which may be important to a particular area / town centre and using the brownfield land register as a more responsive alternative to formal allocation for small sites.

The inclusion of placemaking plans and an intensification approach based on the appropriate spatial and tall buildings response (which links back to the LP1 Policy 8) is also supported.

**Individual Sites**

*SA01 - Leyton Mills Retail Park*

The potential improvements to Leyton Station are welcome. However, there is a need to consider capacity on the Central Line itself, including the timescales of the Central Line upgrades and cumulative development within the London Borough of Redbridge and Epping Forest District.

However, this is primarily an issue of peak time, peak direction passenger flows and this may potentially be alleviated by changes to home working and commuter patterns in the long-term. There appears to have been a change in emphasis from improvements to Leyton Station to the delivery of a new Ruckholt Road station. We understand however that the previously approved £18 million upgrade to Leyton Station may no longer be viable due to TfL's financial position; and a new station may provide greater value and increased benefits.

#### *SA16 - Whipps Cross University Hospital*

We note that subsequent to the publication of the Regulation 19 draft, your Planning Committee has resolved to grant planning permission for applications 211244 (the new hospital) and 211245 (the residential development) at Whipps Cross University Hospital; subject to a GLA Stage 2 decision and Section 106 agreements. Whilst the development now has a resolution to grant, the allocation is necessary for housing trajectory purposes and in order to form part of the development plan for reserved matters applications.

The redevelopment of the Whipps Cross Hospital site, with the provision of a new hospital and housing, is supported. The inclusion of commercial and community uses to support the new hospital and residential community is also supported.

This hospital serves much of the western part of Redbridge, and so we will seek continued engagement with ourselves from a health scrutiny and strategic planning perspective. This will include options to improve bus routing and active travel permeability. Some of these travel routes may use the Green Man Roundabout.

In addition to matters regarding healthcare, patient capacity, and service transformation which are outside the scope of the site allocation; previous representations from our Council concerned the poor public transport access and capacity from our borough, improvements to which are needed to facilitate the reduction of car parking within the new hospital.

Our concerns also included potential impacts upon long-range views from the listed Snaresbrook Crown Court complex; we note that the development guidelines list impacts on the setting or views of listed buildings as a consideration and this is supported; noting that detailed design to be considered during the reserved matters stages will have an effect on this potential impact.

A project level HRA has been undertaken to ensure no adverse effect on the Epping Forest SAC. The inclusion of this within the development guidelines is supported.

The new site layout includes the removal of a low footbridge and road widening to enable bus routes through the site. This is supported, as this will enable improved access to the site including from western areas of Redbridge.

#### *SA19 – Tesco and adjoining sites, Leytonstone*

Redevelopment of this site is supported. We note that there is a noticeable increase in proposed residential capacity (from 650 to 1100 homes) and commercial floorspace (from 10800 to 14000 sqm) compared to the Regulation 18 draft. This increase will have cross-boundary effects both from the residential population accessing services; but also the catchment area of the re-provided supermarket and other retail / commercial development. Any documents submitted at application stage should examine cross-boundary impacts where relevant – eg Transport Assessment or Retail Impact Assessment.

This proposed increase in site capacity would also increase the potential for adverse effects on Epping Forest SAC. This impact should be clarified / quantified and discussed with Natural England and the Conservators. The site description proposes that measures to minimise access to Epping Forest SAC would be implemented. However, it is not clear how this would be achieved without negative consequences for active travel accessibility.

In order to achieve soundness, we recommend the reference to “minimising access to Epping Forest SAC” should be modified to “*managing* access to Epping Forest SAC”. We recommend discussing these proposals with Natural England in the first instance to ensure any development has minimal future impact on the integrity of Epping Forest SAC.

#### **Duty to Cooperate**

We look forward to continued engagement through the Duty to Cooperate, including any updates to our Statement of Common Ground which may be necessary for LP2.

Yours sincerely,

Christopher Waller

Planning Policy Officer

# GREATERLONDONAUTHORITY

**Joe Addo-Yobo**

**Planning Policy Manager**

London Borough of Waltham Forest  
Waltham Forest Town Hall  
Forest Road  
Walthamstow  
London E17 4JF

**Department: Planning**

Our reference: LDD31/LDD17/LP05/HA01  
Date: 12 January 2022

By email:

Dear Joe

**Statement of general conformity with the London Plan (Planning and Compulsory Purchase Act 2004, Section 24(4)(a) (as amended);  
Greater London Authority Acts 1999 and 2007;  
Town and Country Planning (Local Development) (England) Regulations 2012**

**RE: Local Plan Site Allocations Document (LP2) (Regulation 19) consultation**

Thank you for consulting the Mayor of London on the London Borough of Waltham Forest's (LBWF's) Regulation 19 draft Local Plan Site Allocations Document (LP2). As you are aware, all Development Plan Documents in London must be in general conformity with the London Plan under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004. The

Mayor has afforded me delegated authority to make detailed comments which are set out below. Transport for London (TfL) have provided comments, which I endorse, and which are attached at Annex 1.

The Mayor provided comments on the earlier Local Plan Part 2: Site Allocations (Regulation 18 consultation) document on 14 December 2020 (Ref: LDD31/LDD17/LP03/HA01). This letter follows on from that earlier advice and sets out where you should make further amendments so that the draft LP2 is consistent with the London Plan 2021 (LP2021). The London Plan 2021 was formally published on the 2 March 2021, and now forms part of LBWF's Development Plan and contains the most up-to-date policies.

The draft Site Allocations Regulation 19 identifies 75 sites to deliver the borough's strategic and planned growth over the Plan period. Twelve of these sites are small sites which is noted and welcomed, but it is considered that the allocation of small sites could potentially play a greater role in supporting small site delivery in accordance with LP2021 Policy H2 and therefore contributing towards meeting the borough's housing needs over the plan period.

As currently written the draft Site Allocations (LP2) Regulation 19 version is not considered to be in general conformity with the LP2021 due to LBWF's proposed approach to the management of its industrial land. Specifically, the divergence of LBWF's LP2 from the LP2021 is centred on the following LP2021 policies:

- Policy E4A – which makes it a requirement that Local Plans should ensure there is a sufficient supply of land and premises to meet current and future demands for industrial and related functions;
- Policy E5B4 – which makes it clear that the release of Strategic Industrial Land (SIL) must be carried out through a planning framework or Local Plan review process and adopted as Policy in a Development Plan; and
- Policy E7B – which is clear that the scope for co-locating industrial uses with residential and other non-industrial uses may be considered within Locally Significant Industrial Sites (LSIS), but not SIL.

London's SILs are set out in Table 6.2 of the LP2021 and are the capital's main reservoir of land for industrial, logistics and related uses. They are given strategic protection in the London Plan because they are critical to the effective functioning of London's economy. However, they may accommodate activities which can raise tensions with sensitive land uses such as residential development.

LBWF's approach to designated industrial land within LP2 would allow for the introduction of residential uses within SILs which, in turn, would lead to their subsequent piecemeal erosion and create hope value. The proposed approach creates an unacceptable level of uncertainty and presents a real risk that the borough would not be able to meet its industrial land needs, in particular for logistics and distribution, over the Plan period and could lead to the uncontrolled loss of SIL that is important to London as a whole. As such, it is considered that the draft LP2 is not in line with the LP2021.

The starting point should be no loss of SIL and no introduction of non-industrial uses within SIL (as set out in LP2021 Policy E7B), , including residential uses, until LBWF has demonstrated its industrial areas can meet its identified need for the full range of industrial uses as set out in LP2021 Policy E4, over the Plan period. The loss of SIL would only then be considered where it is undertaken through

a process of consolidation, intensification and release and supported by sufficient and up-to-date evidence demonstrating that the borough's need for all types of industrial land can be met.

As currently written, the draft Plan proposes the potential introduction of residential uses within SIL but does not propose any SIL release or a re-designation of SIL to LSIS. The site allocations, which allow for the potential introduction of non-industrial uses within SIL are:

- SA63 North Circular SIL 2
- SA69 Blackhorse Lane SIL 3
- SA71 Rigg Approach SIL 5
- SA72 Lammas Road SIL 6
- SA73 Orient Way SIL 7

It is important to reiterate that Policy E7B of the LP2021 makes it very clear that non-industrial uses should not be proposed in any SIL. The proposed loss of SIL at Blackhorse Lane SIL can only be considered acceptable if it is part of a borough-wide strategy to meet the need for all SIL uses within the borough. The council should re-provide, within the borough's other SILs, the capacity lost as part of the redevelopment of Blackhorse Lane SIL.

While the Mayor is aware that the council is considering consolidation of land within other SIL designations, and respective officers have been discussing the approach, this has not yet been set out in a comprehensive borough-wide strategy and there is still insufficient supporting evidence and detail for us to be confident about the necessary re-provision of SIL. The introduction of non-industrial uses in SIL requires the related masterplans to have been agreed by the GLA before they can be included in a Local Plan, if this is the approach that LBWF want to take.

Ambitions for the introduction of any non-industrial uses into SIL in the longer-term should be considered as 'down-grading' of that land to LSIS. In quantitative terms, while this approach may not ultimately result in a numerical loss of industrial capacity, it would result in the effective loss of SIL floorspace, which must be re-provided elsewhere in the borough, or through industrial intensification on the remaining parts of the SIL. The draft Plan fails to provide a sufficient level of detail which illustrates which parts of the SIL would need to formally be released/down-graded to LSIS, how much SIL industrial floorspace would need to be re-provided and where and how the required re-provision would take place. In turn, there is currently a lack of evidence to support the reconfiguration of SIL as part of the draft Plan and to demonstrate that the proposed approach is both realistic and deliverable over the Plan period. In addition to these elements, there is also the requirement that industrial intensification, or re-provision of SIL must happen in advance of SIL being released or downgraded to LSIS. This requirement is clearly set out in Policy E7D2 of the LP2021 and must be followed to ensure that SIL capacity is maintained over the course of the Plan.

It is clear that the draft site allocations document proposes a masterplan by masterplan approach of many industrial sites across the borough. Without detail on many of these masterplans, we are not certain which parts of SIL would formally need to be released, by how much and where SIL capacity might be replaced. There is therefore no assurance that SIL capacity will be maintained across the borough over the life of the plan and that any replacement SIL will be at least of the same quality as that which is lost. As such, LBWF must adopt a plan-led approach which sets out very clearly how the borough intends to reconfigure its industrial land and to ensure with certainty that SIL capacity is provided before it can be released elsewhere.

To summarise, in order to resolve these issues and to ensure the draft Plan is in general conformity with the LP2021, the starting principle is that non-industrial uses should not be introduced into SIL. If the Council is proposing any introduction of non-industrial uses, and therefore the re-designation of SIL to LSIS, this must be justified, and the Council needs to:

- Illustrate precisely where SIL is to be released – this should include all changes to designated industrial land boundary changes in maps/site allocations,
- Illustrate in detail in a masterplan agreed by the GLA where SIL capacity is to be replaced, through intensification or otherwise – within the site allocations,
- Establish that plans for SIL release and re-provision (including intensification) are deliverable and realistic and supported by viability evidence – deliverability considerations would need to include support by the landowner and any intensification such as stacked industrial should in general not have unacceptable impacts on adjoining sites,
- Put robust policy mechanisms in place to ensure that the re-provided or intensified SIL is provided ahead of any subsequent release, to ensure that SIL capacity is maintained across the borough over the Plan period, and
- Establish an appropriate monitoring framework and commit to regularly updating it to ensure that SIL/LSIS and overall industrial capacity across the borough is maintained.

The council has indicated that there are only a few sites within the North Circular and Lea

Bridge areas that the borough is expecting to take (a) all the re-provided SIL capacity from sites where other uses are to be introduced and (b) all the logistics floorspace of 36,000sqm to meet additional need. These areas must therefore clearly and robustly protect SIL uses, including (among others) those for heavier industrial, warehousing and distribution activities, Given the infrastructure required to support these types of uses and the absorption rates for these levels of concentrated SIL use, this is a concern. Whilst in principle the Mayor is supportive of stacked industrial, there is uncertainty whether the proposed sites to be intensified for SIL can accommodate such large and intensified buildings (for example in terms of significant impacts on the amenity of neighbouring properties).

The certainty of SIL re-provision and intensification is also undermined by proposed modification SOPC055<sup>1</sup> (new para 9.55 on policy implementation) to LP1 which is unclear and refers to undefined 'viability or deliverability' considerations as well as 'exceptional circumstances' when master-planning SIL for re-provision and intensification which is not sufficiently explicit or certain.

It should also be noted that LP2 includes several Site Allocations where co-location of nonindustrial uses is proposed within LSIS. It is important that in every case it should be demonstrated that this is considered as part of a plan-led or masterplan process and meet the requirements set out in London Plan policy E7(D).

The table below sets out more specific comments related to individual site allocations.

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<sup>1</sup> LPE5: Matter 4 Modifications

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# GREATERLONDONAUTHORITY

**Table 1 – Waltham Forest Site Allocations**

Site Ref	Site	Comments
SA02	New Spitalfields Market	Site is currently designated LSIS and this is reflected in the allocation. Welcome the reference to Policy E7 LP2021 in paragraph 3.2.2. The allocation should indicate which parts of the site are most suitable for co-location and could indicate the most suitable co-location typologies. The allocation loosely seeks an uplift in industrial capacity, and set's out what appears to be a baseline industrial capacity figure of 20,500sqm which is useful and is welcomed. The site allocation should make it an absolute requirement that this capacity is maintained as a minimum and could be much clearer what would be expected/required in circumstances where that would not be achievable.
SA03	Auckland Road LSIS	To be consistent with the North London Waste Plan site WAF 8 lies within this site allocation (Leyton Reuse & Recycling Centre). We note that appropriate compensatory waste capacity is sought as part of the proposed site allocation and this is welcomed. But it could also be made explicitly clear that compensatory capacity must be at or above the same level of the waste hierarchy and at least meet, and should exceed, the maximum achievable throughput of the site proposed to be lost, so that it is consistent with Policy SI 9 of the LP2021.
SA08	Church Road/Estate Way LSIS	The site allocation would benefit through clarity that redevelopment of the site should result in the retention of industrial floorspace capacity in accordance with Policy E7 of the LP2021. It is noted that the allocation provides a re-provision capacity baseline figure of 23,529sqm which will be useful in maintaining industrial capacity. In addition, co-location of industrial with non-industrial uses within LSIS must meet the requirements set out in Policy E7D of the LP2021 to ensure that industrial related activities on-site and in surrounding areas are not compromised in terms of their continued effective function, access and service arrangements among others. The allocation should make it clear that intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied and the other elements of Part D of that policy. It is noted that redevelopment of the site should be informed by a master-planned approach, but in the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.

SA09	Low Hall Depot	<p>The southern part of the site is SIL, a large part of the site is LSIS and some is not designated as industrial land. Para 3.9.1 suggests that co-location with non-industrial uses could be supported subject to masterplan and 700 new homes are proposed. but it is unclear where which use is envisaged and if the co-location option is meant to apply to the SIL part directly adjacent to the Argall Avenue SIL, which provides a significant proportion of the borough's industrial land. The allocation would benefit from making these designations explicitly clear as each area needs to be treated differently in terms of LP2021 industrial policies, especially in terms of Policy E7. It should also be made clear that non-industrial uses should not be co-located within the SIL part of the designation as this would not be consistent with Policy E7 of the LP2021. Co-location of industrial and non-industrial uses would only be considered acceptable within the part of the site which is LSIS and the non-designated northern part of the site. Redevelopment of the site should be consistent with Policy E7 of the LP2021. The allocation sets out a baseline industrial capacity figure of 16,317sqm but this should be split so that it is clear how much is SIL, how much is LSIS and how much is nondesignated industrial capacity. It is noted that redevelopment of the site should be informed by a master-planned approach, but in the absence of necessary supporting evidence and a clear narrative it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.</p>
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SA17	Joseph Ray Road	<p>The entire site is LSIS as reflected in the allocation and this is welcome. It should be made clear that co-location of industrial with non-industrial uses within LSIS must meet all the requirements set out in Policy E7D of the LP2021 including ensuring that industrial related activities on-site and in surrounding areas are not compromised in terms of their continued effective function, access and service arrangements among others. The allocation should also make it clear that intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied. It is noted that redevelopment of the site should be informed by a master-planned approach, but in the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.</p>
SA21	Avenue Road Estate and Thorne Close	<p>It is noted that the site allocation is for a comprehensive estate regeneration scheme. It is therefore important that the guidance in Policy H8 of the LP2021 is followed. The allocation would benefit from making it clear that the demolition of affordable housing should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace and the other elements of that policy. Alternatively, the allocation could simply refer to Policy H8 of the LP2021.</p>
SA24	Norlington Road Sites	<p>The site is non-designated industrial land and as such LBWF could consider designating the site as LSIS in accordance with Policy E6 of the LP2021 to afford the industrial capacity here greater protection. The site allocation would benefit from reference to Policy E7D of the LP2021 which makes it clear that mixed-use proposals on non-designated industrial sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses should ensure that industrial and related activities are not compromised in terms of their continued efficient function, access, service arrangements and times of operation; that intensified industrial, storage and distribution uses are completed in advance of any residential component</p>

		being occupied and appropriate design mitigation is provided in any residential element to make it acceptable while allowing industrial activities to effectively function.
SA23	B&M and adjoining sites	This site is currently a part of a larger designated LSIS at Howard Road, which continues to the south. The site allocation doesn't recognise or reflect the site's current LSIS/BEA designation, and this should be corrected. Proposed development for residential and retail uses on this site would result in the loss of industrial capacity which has not been accounted for. The intention to redevelop and introduce non-industrial uses on the site should be done in accordance with Policy E7 of the LP2021, which it currently does not. Any intention to de-designate this site from its current industrial designation should be made explicitly clear in maps to be consistent with LP2021 Policy E7B. Where residential and other non-industrial uses are proposed in LSIS/BEAs these would only be considered acceptable if proposed as part of a co-location approach developed via a masterplan or plan-led process covering the entire designated industrial area in accordance with LP2021 Policy E7 and to ensure that industrial capacity is retained and enhanced.
SA34	Webbs Site	This allocation is part of the larger Sutherland Road LSIS and this should be made clear. Where residential and other nonindustrial uses are proposed in LSIS/BEAs these would only be considered acceptable if proposed as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and to ensure that industrial capacity is retained and enhanced.
SA35	59-69 Sutherland Road	This allocation is part of the larger Sutherland Road LSIS and this should be made clear. Where residential and other nonindustrial uses are proposed in LSIS/BEAs these would only be considered acceptable if proposed as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and to ensure that industrial capacity is retained and enhanced.
SA39	Hylands Road Phase 1 and 2	It is noted that the site allocation is for a comprehensive estate regeneration scheme. It is therefore important that the guidance in Policy H8 of the LP2021 is followed and reflected in the allocation. The allocation would benefit from making it clear that the demolition of affordable housing should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace and the other elements of that Policy. Alternatively, the allocation could simply refer to Policy H8 of the LP2021.

SA40	Crown Lea	This is a currently undesignated industrial site. The introduction of residential uses on this site should only be supported in accordance with Policy E7C of the LP2021, where: there is no reasonable prospect of the site being used for industrial and related purposes; or, it has been allocated in an adopted in a local Development Plan Document for residential or mixed use; or, industrial, storage or distribution floorspace is provided as part of mixed-use intensification. LBWF could also consider designating the site as LSIS to afford greater protection to the industrial uses within the site.
SA42	Travis Perkins	The site is occupied by a builders merchant and could be considered to be an undesignated industrial site. In this light, the introduction of residential uses on this site should only be supported in accordance with Policy E7C of the LP2021, where: there is no reasonable prospect of the site being used for industrial and related purposes; or, it has been allocated in an adopted in a local Development Plan Document for residential or mixed use; or, industrial, storage or distribution floorspace is provided as part of mixed-use intensification. LBWF could also consider designating the site as LSIS to afford greater protection to the industrial uses within the site.
SA44	Priory Court	It is noted that the site allocation is for a comprehensive estate regeneration scheme. It is therefore important that the guidance in Policy H8 of the LP2021 is followed. The allocation would benefit from making it clear that the demolition of affordable housing should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace and the other elements of that Policy. Alternatively, the allocation could simply refer to Policy H8 of the LP2021.
SA47	Cork Tree Retail Park	Hall Lane (SIL) and Cork Tree Retail Park (new LSIS) form one single Site Allocation (SA47). The additional industrial capacity on the Retail Park is welcome, but factors such as for example flood risk and residential uses nearby have to be taken into consideration in determining the type/intensity of the industrial use. The council's plans for this site should be made much clearer: The northern part has the existing SIL designation, and this should be made clear. The new LSIS designation on the southern part of the site should be made clear, too. However, given the integration with the Hall Lane SIL and as proposed in the Employment Land Audit (SIL 1), it is unclear why the Retail Park has not been designated as SIL (or emerging SIL once the industrial capacity is provided) to facilitate their integration. Furthermore, an increase in LSIS capacity is not sufficient to account for the proposed loss of SIL on another sites within the borough.
SA63	North Circular SIL 2	This site is currently designated SIL. The proposed allocation is for the intensification of industrial uses, with the potential introduction of non-industrial uses. No detail is provided about what the latter means and its potential scale, but it could undermine the industrial character and function of the area in both Waltham Forest and Enfield. Non-industrial uses should not be proposed in any SIL, where this has not been set out in a comprehensive strategy and where there is no detailed supporting evidence for the re-provision of SIL floorspace, including how this can be achieved in the light of flood risk constraints. Given the significance of this Site Allocation for additional industrial and logistics land, this is a particular concern. Where non-industrial uses within SIL may still be considered in the longer-term, this should be done through a process of consolidation, intensification and release, i.e. those areas where there is a proposed introduction of non-industrial uses should formally be released from SIL designation and down-graded to LSIS to be consistent with Policy E7 of the LP2021. There should be an intention too, for the

		retention of SIL capacity which should be re-provided elsewhere ahead of release. While the fine details of such a proposal can be provided as part of a masterplan approach, necessary changes to industrial designations and boundary changes must be included as part of LBWF's Development Plan as set out in Policy E7B of the LP2021. In the absence of necessary supporting evidence, it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan. Until the corresponding masterplan has been agreed by the GLA, the Site Allocation should not include the potential to introduce nonindustrial uses in SIL.
SA64	Justin Road/Trinity Way	This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with an uplift of 9k sqm of industrial capacity. The allocation proposes the introduction of non-industrial uses, which is in accordance with Policy E7 of the LP2021, but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor's practice note on industrial intensification and co-location through plan-led and masterplan approaches <sup>2</sup> and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process which is consistent with the Mayor's practice note. In the absence of necessary supporting evidence, it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.
SA65	Hainault Road	This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with an uplift of just under 3k sqm of industrial capacity. The allocation proposes the introduction of non-industrial uses in accordance with Policy E7 of the LP2021 , but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor's practice note on industrial intensification and co-location through plan-led and masterplan approaches and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process with is consistent with the Mayor's practice note. In the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.

<sup>2</sup> [https://www.london.gov.uk/sites/default/files/practice\\_note\\_-\\_industrial\\_intensification.pdf](https://www.london.gov.uk/sites/default/files/practice_note_-_industrial_intensification.pdf)

SA66	Howard Road	This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with an uplift of about 4.5k sqm of industrial capacity. The allocation proposes the introduction of non-industrial uses in accordance with Policy E7 of the LP2021 , but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor’s practice note on industrial intensification and co-location through plan-led and masterplan approaches and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process with is consistent with the Mayor’s practice note. In the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.
SA67	Barrett Road	This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with an uplift of 2k sqm of industrial capacity. The allocation proposes the introduction of non-industrial uses in accordance with Policy E7 of the

		LP2021 , but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor’s practice note on industrial intensification and co-location through plan-led and masterplan approaches and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process with is consistent with the Mayor’s practice note. In the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.
SA68	Highams Park Industrial Estate	This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with an uplift of just under 16k sqm of industrial capacity. The allocation proposes the introduction of non-industrial uses in accordance with Policy E7 of the LP2021, but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor’s practice note on industrial intensification and co-location through plan-led and masterplan approaches and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process with is consistent with the Mayor’s practice note. In the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.

SA69	Blackhorse Lane SIL 3	This site is currently designated SIL. The proposed allocation is for the intensification of industrial uses, with the potential introduction of non-industrial uses and there is a Masterplan at an advanced stage for part this SIL. In the Mayor's statement, submitted as part of the LBWF LP1 examination, we stated that the scale of co-location in the Blackhorse Lane Masterplan, which has to be agreed by the GLA, should be reduced, and the Mayor seeks a clear boundary between the area that is to remain SIL and the area that is to be managed for release to co-location and these points are relevant to this allocation. Where industrial capacity is provided as part of co-location at this site, it cannot count as re-provision of SIL capacity but should be counted as LSIS. It must also be noted that the appropriate acceptable scale of SIL release on this site is intrinsically linked to the amount of SIL capacity that can be realistically re-provided in the boroughs other SILs.
SA70	Argall Avenue SIL 4	Paragraph 3.70.1 states that development will be expected to provide replacement SIL compliant industrial floorspace capacity. Does this refer to replacement SIL as a result of the release of SIL from other sites in the borough? If this is the case, then the areas where SIL is to be released should be made explicitly clear as part of these site allocations. More clarity on this is essential and would remove a significant level of uncertainty. Development guidelines in the allocation highlight that the site is a Schedule 2 Priority Area for new waste management facilities as set out in the North London Waste Plan, and that is welcome, but it should also consider listing this under 'planning considerations' and outline what this means in terms of the implications for future planning applications within this site.
SA71	Rigg Approach SIL 5	This site is currently designated SIL. The proposed allocation is for the intensification of industrial uses, with the potential introduction of non-industrial uses subject to masterplan. There is no detail about what the latter means and its potential scale, but it could undermine the industrial character and function of the area. Non-industrial uses should not be proposed in any SIL, where this has not been set out in a comprehensive strategy and where there is no detailed supporting evidence for the re-provision of SIL floorspace, including how this can be achieved with the complex landownership of the SIL and flooding implications.. Where non-industrial uses within SIL may still be considered in the longer-term, this should be done through a
		process of consolidation, intensification and release. I.e. those areas where there is an introduction of non-industrial uses should be formally released from SIL designation and downgraded to LSIS to be consistent with Policy E7 of the LP2021. There should be an intention too, for the retention of SIL capacity, which should be re-provided ahead of release. While the details of such a proposal can be provided as part of a masterplan approach, necessary changes to industrial designations and boundary changes must be included as part of LBWF's Development Plan as set out in Policy E7B of the LP2021. In the absence of necessary supporting evidence, it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan. Until the corresponding masterplan has been agreed by the GLA, the Site Allocation should not include the potential to introduce non-industrial uses in SIL.

SA72	Lammas Road SIL 6	<p>This site is currently designated SIL. The proposed allocation is for the intensification of industrial uses, with the potential introduction of non-industrial uses subject to masterplan. There is no detail about what this means and its potential scale, but it could undermine the industrial character and function of the area. Non-industrial uses should not be proposed in any SIL, where this has not been set out in a comprehensive strategy and where there is no detailed supporting evidence for the re-provision of SIL floorspace, including how this can be achieved with the complex landownership of the SIL and flooding implications.. Where non-industrial uses within SIL may still be considered in the longer-term, this should be done through a process of consolidation, intensification and release. I.e. those areas where there is an introduction of non-industrial uses should be formally released from SIL designation and downgraded to LSIS to be consistent with Policy E7 of the LP2021. There should be an intention too, for the retention of SIL capacity which should be re-provided ahead of release. While the details of such a proposal can be provided as part of a masterplan approach, necessary changes to industrial designations and boundary changes must be included as part of LBWF's Development Plan as set out in Policy E7B of the LP2021. In the absence of necessary supporting evidence, it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan. Until the corresponding masterplan has been agreed by the GLA, the Site Allocation should not include the potential to introduce non-industrial uses in SIL.</p>
SA73	Orient Way SIL 7	<p>This site is currently designated SIL. The proposed allocation is for the intensification of industrial uses, with the potential introduction of non-industrial uses subject to masterplan. There is no detail about what this means, and its potential scale, but it could undermine the industrial character and function of the area. It should also be noted that the Site Allocation is adjacent to the Lea Bridge Gas Holders and Station sites (total ca 900 homes proposed) giving further concern over the potential erosion of the industrial character of the area, in particular to accommodate heavier and logistics uses. Non-industrial uses should not be proposed in any SIL, where this has not been set out in a comprehensive strategy and where there is no detailed supporting evidence for the re-provision of SIL floorspace, especially given the proximity to emerging residential development and flooding implications. Where non-industrial uses within SIL may still be considered in the longer-term, this should be done through a process of consolidation, intensification and release. I.e. those areas where there is an introduction of non-industrial uses should be released from SIL designation and downgraded to LSIS to be consistent with Policy E7 of the LP2021. There should be an intention too, for the retention of SIL capacity which should be re-provided ahead of release. While the details of such a proposal can be provided as part of a masterplan approach, necessary changes to industrial designations and boundary changes must be included as part of LBWF's Development Plan as set out in Policy E7B of the LP2021. In the absence of necessary supporting evidence, it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the</p>
		<p>Plan. Until the corresponding masterplan has been agreed by the GLA, the Site Allocation should not include the potential to introduce non-industrial uses in SIL.</p>

SA74	Deacon Trading Estate (Cabinet Way)	<p>This site is currently designated LSIS. The intention is to co-locate non-industrial development within the site with the intention of providing an uplift of industrial capacity. The allocation proposes the introduction of non-industrial uses in accordance with Policy E7 of the LP2021, but there is no detail about the proposed scale of non-industrial land and the re-provision considerations. The proposal would only be considered acceptable if brought forward as part of a co-location approach developed via a plan-led or masterplan process covering the entire designated industrial area in accordance with LP2021 Policy E7 and the Mayor’s practice note on industrial intensification and co-location through plan-led and masterplan approaches and to ensure that industrial capacity is retained and enhanced. The allocation proposes a two-stage masterplan process which is consistent with the Mayor’s practice note. In the absence of necessary supporting evidence it is uncertain whether the proposal for this allocation is realistic and deliverable over the lifetime of the Plan.</p>
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**Next steps**

GLA and LBWF officers are working constructively to establish a strategic approach to industrial land that would overcome the Mayor's concerns to LP2 as well as LP1 in advance of their Examinations in Public.

The borough's Development Plan Documents cannot be considered and assessed in isolation. LP1, which is currently undergoing examination, should set out where, spatially within the borough, the majority of the additional employment floorspace (in particular B8) is proposed to be delivered. Currently, we still cannot be sufficiently confident about the deliverability of the proposed industrial intensification and meeting need, in particular, the need for replacement industrial land (SIL) that would also be lost through proposed co-location. Some reassurance regarding viability evidence, the content of the industrial intensification SPD (referred to in LP1) and monitoring arrangements are essential and should be agreed and formalised in a Statement of Common Ground to bring the draft Plan into general conformity with the London Plan<sup>3</sup>.

The following mitigation is also required through LP2 to provide a coherent and consistent planning framework:

- Given the proposed approach for Blackhorse Lane within the draft Site Allocations, the Mayor seeks a clear boundary between the area that is to remain SIL and the area that is to be managed for release to co-location. Both for the LP1 Proposals Map and LP2, work with the GLA and landowners is required to establish a clear boundary.
- More widely, non-industrial uses should not be proposed in SIL, as this has not yet been set out in a comprehensive strategy and there is no detailed supporting evidence and masterplans agreed by the GLA.

I hope these comments inform the further revision of the Waltham Forest Local Plan Part 2: Site Allocations in preparation for the examination, and we look forward to continuing to engage with you to ensure it aligns with the LP2021 as well as delivering the Council's objectives. If you have any specific questions regarding the comments in this letter, please do not hesitate to contact Hassan Ahmed on 020 7983 4000 or at [hassan.ahmed@london.gov.uk](mailto:hassan.ahmed@london.gov.uk).

Yours sincerely



Lucinda Turner

**Assistant Director of Planning**

Cc Sem Moema, London Assembly Constituency Member  
Andrew Boff, Chair of London Assembly Planning Committee  
National Planning Casework Unit, MHCLG

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<sup>3</sup> See also the Mayor's Written Statement on LP1



## Annex 1 – Transport for London Response

London Borough of Waltham Forest  
[planning.policy@walthamforest.gov.uk](mailto:planning.policy@walthamforest.gov.uk)

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14/01/2022

Dear Sir/Madam,

### Waltham Forest Site Allocations Local Plan – Regulation 19 Consultation

*Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. The comments are made from TfL's role as a transport operator and highway authority in the area. These comments also do not necessarily represent the views of the Greater London Authority (GLA). A separate response has been prepared by TfL Commercial Development to reflect TfL's interests as a landowner and potential developer.*

Thank you for giving Transport for London (TfL) the opportunity to comment on the Regulation 19 consultation for Waltham Forest Site Allocations Local Plan. Since the Regulation 18 consultation, the London Plan has been published and now forms part of Waltham Forest's development plan.

The proposed approach should be consistent with relevant London Plan policy and TfL's aims as set out in the Mayor's Transport Strategy (MTS). In particular, it is important that all site allocations support the Healthy Streets Approach, Vision Zero and the overarching aim of enabling more people to travel by walking, cycling and public transport rather than by car. This is crucial to achieving sustainable growth, as

**MAYOR OF LONDON**



VAT number 756 2770 08

in years to come more people and goods will need to travel on a relatively fixed road network.

In responding to the Regulation 19 consultation on Waltham Forest Strategic Policies Local Plan in December 2020, we were pleased to note that it included a number of policies and broader themes that support these aims. In particular, we strongly supported the approach to car parking, particularly requiring car-free development across the borough. We encourage you to reflect this approach in the site allocations.

It would also be helpful to confirm that the application of Healthy Streets principles, working towards Vision Zero and a borough mode share of 78% for walking, cycling and public transport by 2041 will be taken into account on a consistent basis. Finally, the need to mitigate any negative impacts on the transport network including during construction, should be emphasised particularly for sites close to transport infrastructure such as rail lines or the Transport for London Road Network (TLRN).

As an update to previous comments we query why the Public Transport Access Level (PTAL) is no longer included for each site allocation. It can provide a useful reference point and will help to justify a requirement for improved connectivity in the form of pedestrian and cycle links and public transport improvements.

Our Regulation 18 comments on specific site allocations and suggestions for additions, amendments or wording improvements are reproduced below.

These are followed by updated comments in response to the Regulation 19 draft which are shown in red. References to policies in the Intend to Publish version of the London Plan (ItPLP) in our Reg. 18 response should now read as references to equivalent policies in the London Plan published in March 2021.

#### Site allocations

SA1 - Leyton Mills Retail Park – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services. In this context TfL notes and supports improved links to Leyton Underground station. These links should be prioritised above connections to a potential new station at Ruckholt Road (see comments under SA2).

SA1 - Leyton Mills Retail Park - The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. In addition, we would like to ensure that any proposals for a potential new station at Ruckholt Road and pedestrian and cycle bridge over the rail lines do not cause disruption to the operations of the Lea Interchange bus garage.

There may be a need to consider mitigation for any adverse impacts to existing bus garage capacity which should be re-provided at no cost to the bus operator or TfL.

SA2 - New Spitalfields Market – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

TfL notes the aspiration to create a new station at Ruckholt Road, but this performed poorly in recent modelling jointly undertaken for the Upper Lee Valley Opportunity Area. A new station may be a longer-term ambition that could be tested through the forthcoming transport strategy to support the New Leyton Development Framework. However, access and capacity improvements at Leyton station (including provision of step free access), alongside improved bus links are likely to be more effective in providing the transport connectivity needed to accommodate proposals for the site. Any funding from the development should be directed towards improvements to Leyton station, bus links and active travel.

Consideration should also be given to accommodating bus garage facilities on the site as part of wider development. There is a need for additional bus garage capacity in the area, particularly if the existing Lea Interchange bus garage is required in the future for alternative rail related uses. As a major generator of employment, the bus garage would help to deliver the minimum 29,798 sqm of replacement employment space proposed for the site in addition to securing adequate space for sustainable travel into the future, as London grows.

SA2 – New Spitalfields Market - We reiterate comments about a new station only being a long-term aspiration and that in the short term more realistic and deliverable proposals to improve connectivity through improved active travel routes should be prioritised. This is even more important in the current funding situation. TfL is unable to commit resources towards works designed to facilitate a new station.

Although we are not in favour of the relocation of Lea Interchange bus garage, as previously stated, we would strongly support a potential co-location on the New Spitalfields Market site if the bus garage had to be relocated; This site represents the best location in terms of its proximity to the existing bus garage and available space and would ensure that bus garage capacity is maintained and enhanced in line with London Plan Policy T3 and emerging London Plan Guidance. There would be an opportunity to minimise disruption to the bus operations, optimise the space on this site and reduce the cost of relocating the bus garage. We consider a bus garage use would fit well with the workspace and creative spaces proposed as part of the replacement employment space footprint. A bus garage would be low impact with a

fully electric fleet and could be totally enclosed with buildings above. However, the optimal access from the west to a new station at Ruckholt Road would bisect the site and conflict with a continuing bus garage use of the whole site.

SA3 – Bywaters, Leyton – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services in line with the existing planning consent. The adjoining Score Centre has proposed a segregated cycle way along Auckland Road, and connections to this should be created as part of this development. NOW COMBINED WITH SA4

SA4 - Osier Way - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services in line with the draft section 106 agreement which has secured a TfL Healthy Streets contribution. NOW COMBINED WITH SA3

SA3 (combining previous SA3 and SA4) – Auckland Road - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of active travel improvements in line with the section 106 agreement for the Osier Way site which has secured a TfL Healthy Streets contribution. The adjoining Score Centre site has proposed a segregated cycle way along Auckland Road, and connections to this should be created as part of this development.

SA5 - The Score Centre - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services in line with the section 106 agreement which has secured a TfL Healthy Streets contribution. A segregated cycle route is being created through extending Auckland Road, and this should be included within the Placemaking Plan.

SA4 – The Score Centre - The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity.

SA6 – Gas Holders - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the

quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA5 – Gas Holders – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity.

SA7 - Lea Bridge station sites 1,2, and 3 – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services in addition to the proposed new entrance to Lea Bridge station.

SA6 – Lea Bridge station sites 1,2 and 3 – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. Any development should seek to enhance the existing off-carriageway cycle infrastructure at the site, and maintain it throughout construction.

SA8 – Former Leyton F.C. Football Ground - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations.

SA8 – Former Leyton F.C. Football Ground – The above comments still stand.

SA9 – Estate Way - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services

SA8 – Church Road/Estate Way – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. Improving permeability through this site and to existing residential areas should be a key objective.

SA10 – Low Hall Depot - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA9 – Low Hall Depot – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity

SA12 – Tesco Bakers Arms - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations.

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SA11 Tesco Bakers Arms – The above comments still stand.

SA15 - Leyton bus garage – TfL notes that this site can only be developed ‘subject to relocation of the bus depot within the borough’. However, this wording needs to be more strongly expressed to ensure consistency with ItPLP policy T3. This requires development plans to safeguard existing land and buildings used for public transport, active travel or related support functions. The proposed wording should acknowledge the need to retain bus garage capacity (c100 buses) to maintain the local bus network which is a major local employer. The site allocation should make it clear that an equivalent or greater capacity (to accommodate future bus growth) must be provided on any replacement bus garage site. Any replacement should be well located in relation to the bus network, suitable for operation 24/7 in order to operate an efficient bus network, and capable of adaptation to house zero emission buses, such as electric or hydrogen in the near future. The new site would need to be operational before the existing site was redeveloped to ensure continuity of operation and TfL approval would be required, along with Stagecoach London who own the current Leyton garage. If it comes forward for residential development, the site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations.

SA14 -Leyton bus garage – The above comments still stand. It is disappointing that the wording has not been amended to reflect the policy on protecting bus garages in London Plan Policy T3 and expanded on in the emerging London Plan Guidance (LPG) on Sustainable, Transport, Walking and Cycling.

Paragraph 4.1.2 of the LPG states that development plans should

*a) Safeguard all existing land used for bus operations, including bus stations, garages, stands (and associated driver welfare facilities), depot storage and maintenance space except where TfL have requested (or have formally agreed to) its release or redevelopment. TfL can provide a schedule of sites for safeguarding*

*b) Require appropriate planning obligations to mitigate impacts on the bus network through enhanced services and supporting infrastructure*

*c) Highlight the need to retain or increase existing capacity as part of any site allocation that involves bus infrastructure, unless otherwise agreed with TfL*

We anticipate that the capacity provided by this site will be required into the future; therefore, we request that the site allocation explicitly requires the retention or increase of existing garage capacity, taking account of future space requirements for a zero emission bus fleet.

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SA17 Whipps Cross University Hospital – The site allocation should include the need to ensure redevelopment provides for double decker buses and bus standing on the site (currently there is a height restriction which limits the size of vehicles used). Active travel links to Lea Bridge Road should be improved to increase access to public transport services. To support the quantum of development coming forward on this site, contributions will be required towards the delivery of key walking and cycling links and improvements to bus services. Car parking restraint and management should be applied, and the residential development should be car free.

SA16 – Whipps Cross University Hospital – The site is currently the subject of a planning application that is being considered by the Mayor of London. However, the above comments still stand. The bus operations should be supported by agreements covering: the interim arrangements during development, the bringing into use of the new infrastructure, and the subsequent business as usual operation.

SA18 - Joseph Ray Road – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. TfL strongly supports in principle the intention to provide step free access to Leytonstone High Road Overground station, although this will have to be fully funded as part of the development because we are currently unable to provide TfL funding. Plans for station improvements will need to meet the requirements of TfL London Rail which manages the station.

SA17 – Joseph Ray Road – The above comments still stand. It should be emphasised that although we are supportive of step free access at the station, TfL is not currently in a position to provide any funding towards step free access.

SA19 - Church Lane car park, Leytonstone – TfL strongly supports the redevelopment of car parks in London and a reduction in the overall supply of parking contributes to mode shift and an improvement in conditions for active travel and public transport by reducing car trips. The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. TfL notes and supports the requirement for re-provision of cycle hubs and improved links to Leytonstone Underground station.

SA18 - Church Lane car park, Leytonstone – The above comments still stand.

SA20 – Tesco, Leytonstone – Car parking restraint will be required to any redevelopment of the supermarket in line with ItPLP policy T6.3. The residential development should be car free and well integrated into local walking and cycling

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networks to facilitate active travel to key destinations. TfL notes and supports the requirement for new cycle and pedestrian routes to the High Street.

**SA19 Tesco and adjoining sites, Leytonstone – The above comments still stand and are relevant to the enlarged site.**

SA21 – Matalan, Leytonstone – The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. TfL notes and supports the requirement for improved pedestrian and cycle paths.

**SA20 – Matalan, Leytonstone – The above comments still stand.**

SA22 – Avenue Road Estate and Thorne Close - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations.

**SA21 – Avenue Road Estate and Thorne Close – The above comments still stand.**

SA23 – Cathall Road - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations

**SA22 – Cathall Road – The above comments still stand.**

SA26 - Walthamstow Central bus station – The redeveloped site should be car free. TfL supports the requirement to ‘Prioritise transport interchange including retaining and upgrading the bus station and a new integrated Underground station entrance’. The aspiration to increase permeability is noted and supported in principle, although potential conflicts between pedestrians and buses should be avoided or limited to formal crossing points. This may require transport modelling. Construction of any development should not encroach or impact existing bus lanes, bus stops or the operation of the bus station. If encroachment is unavoidable, TfL should be consulted at the very early stages of construction logistics planning. The applicant should apply the ‘agent of change’ principle to the bus station. Any application needs to consider how the public realm of the town square relates to the bus station. Furthermore, the layout and design of new development is likely to need to mitigate its impact on a transport interchange that operates on a 24-hour basis. TfL may seek funding to improve access to and from the bus station by passengers such as improving legibility and pedestrian comfort. Links to Walthamstow Central rail station will be particularly important.

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This site is part owned by TfL and as such, TfL Commercial Development will provide additional comments in their separate response.

SA25 -Walthamstow Central bus station – The above comments still stand.

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SA27 - The Mall – The redeveloped site should be car free and consistent with ItPLP policy T6.3. TfL notes and supports the proposed new station access from this site. This is currently subject to design and development work. A funding package will need to be secured before any firm commitment can be made to delivery timescales for the station access. We are working with the developer and LBWF officers to ensure that the design meets TfL’s operational requirements and technical specifications.

SA26 - The Mall – The above comments still stand.

SA28 – St James Quarter - The redeveloped site should be car free. The site is adjacent to tracks used by London Overground services and so any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA27 – St James Quarter – The above comments still stand. In addition, although we are supportive of the new requirement for development to deliver step free access at St James Street Overground station, TfL is not currently in a position to provide any funding towards step free access.

We have previously recommended investigating the potential for Cranbrook Mews to be closed to general traffic. The street would likely benefit from a general traffic ban, which would make it accessible only to bikes, buses, local residents and delivery and servicing vehicles genuinely serving local addresses and visiting them for short periods. This may enable a segregated cycle lane to be delivered, which would support Proposal 3 of the Mayor’s Transport Strategy (MTS). Developed in conjunction with suitable lighting and wayfinding signage, a general traffic ban and cycle lane along Cranbrook Mews could also deliver significant improvements against Healthy Streets Indicators in line with Policies T2 (Healthy Streets and D7 (Public Realm) of the London Plan.

SA29 – High Street Sainsburys – The redeveloped site should be car free and consistent with ItPLP policy T6.3

SA28 – High Street Sainsburys – The above comments still stand.

SA33 – 152 – 154 Blackhorse Road - The site is adjacent to tracks used by London Overground services and so any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA32 – 152 – 154 Blackhorse Road – The above comments still stand.

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SA35- Webbs Site - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA36- Webbs Site – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. The reference to car parking in the site requirements should be removed.

SA38 – Town Hall Campus - The redeveloped site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA37 – Fellowship Square, Town Hall Campus – As part of the planning permission granted in September 2021 a number of transport improvements have been secured. The above comments still stand and should be taken into account in any future applications for the site, although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity.

SA39 – Sterling House, Willow House and Homebase – The redeveloped sites should all be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site, contributions will be required towards the delivery of key walking and cycling links and improvements to bus services. Even if separate applications are submitted, vehicle access for the entire site allocation area should be consolidated, rather than each providing a separate, new access. An application has recently been submitted for the Homebase site. When Sterling House and Willow House come to application in future, they should also be designed for a single vehicular access point to the entire site allocation area, whether using the access provided by the Homebase application, or by providing a new east-west access off Fulbourne Road that all three sites can use. The site is adjacent to tracks used by London Overground services and so any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA38 - Sterling House, Willow House and Homebase – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. As stated, the Homebase application has now been determined and we support the requirement for Sterling House and Willow House to be developed in a comprehensive scheme including shared access for the entire site allocation area.

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SA42 - Wood Street station site –This site is owned by TfL and as such, TfL Commercial Development will provide comments on this site allocation in their separate response.

SA41 – Wood Street station site – The site allocation requires development proposals to facilitate step free access at the station. Previous investigation of options to provide step free access at this station have indicated that it would require significant reconstruction of the station building which limits the viability of any such proposal. The feasibility, affordability and value offered by any proposal to provide step free access at this station therefore needs to be proven before TfL can agree to its prioritisation.

SA43 - Travis Perkins – As noted this site could potentially be important in facilitating step free access to Wood Street station if this were feasible. The site is adjacent to tracks used by London Overground services and so any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA42 – Travis Perkins – The site allocation requires development proposals to facilitate step free access (SFA) at the station. Previous investigation of options to provide SFA at this station have indicated that it would require significant reconstruction of the station building which limits the viability of any such proposal. The feasibility, affordability and value offered by any proposal to provide SFA at this station therefore needs to be proven before TfL can agree to its prioritisation.

SA47 – Sainsbury’s car park and adjacent sites – Residential development should be car free and car parking restraint will need to be applied to any redevelopment of the supermarket in line with ItPLP policy T6.3. The site should be well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward, on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services. The accompanying plan shows pedestrian and cycle connectivity across the North Circular Road which forms part of the Transport for London Road Network (TLRN). Any proposals for new crossing facilities or changes to existing crossings will need to be the subject of early discussion with TfL. No new vehicle access/egress should be created to the North Circular Road.

SA46 – Sainsbury’s car park and adjacent sites – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. The existing bus stop and bus stand space within the car park must be retained in any redevelopment, in line with Policy T3 in the London Plan and the emerging LPG on Sustainable Transport, Walking and Cycling. We welcome clarification that the improved connectivity will take the form of improvements to the Billet roundabout underpass and the North Circular footbridge.

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SA48 - Cork Tree Retail Park - The accompanying plan shows pedestrian and cycle connectivity across the North Circular Road which forms part of the TLRN. Any proposals for new crossing facilities or changes to existing crossings will need to be the subject of early discussion with TfL. No new vehicle access/egress should be created to the North Circular Road.

SA47 - Cork Tree Retail Park – The above comments still stand. We welcome clarification that the improved connectivity will take the form of improvements to the Hall Lane underpass and the underpass along the towpath under A406.

SA49 – Morrisons Supermarket and Car Park - Residential development should be car free and car parking restraint will need to be applied to any redevelopment of the supermarket in line with ItPLP policy T6.3. The site should be well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site, contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA48 – Morrisons Supermarket and Car Park – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity.

SA50 – Sainsbury’s Hall Lane - Residential development should be car free and car parking restraint will need to be applied to any redevelopment of the supermarket in line with ItPLP policy T6.3. The site should be well integrated into local walking and cycling networks to facilitate active travel to key destinations.

SA49 – Sainsbury’s Hall Lane – The above comments still stand. The new requirement to accommodate town centre parking should be removed or qualified by reference to disabled persons’ parking and operational parking only. We understand that several floors of the existing car park are unused and some of the spaces are only contracted for use until 2022. As such, a new assessment is needed to establish how parking can be minimised in any redevelopment, consistent with Policy H1 and Policy T6.3 of the London Plan.

SA51 – Albert Corner – We note the new requirement for the site to contribute to transforming Albert Crescent into a pedestrianised public space with green amenity and play space. Although an improved pedestrian space is welcome in principle, it should be noted that Albert Crescent currently accommodates bus standing space, the quantum of which will need to be retained and enhanced as part of any redevelopment of this area. We look forward to working with you on how to achieve this, in a way that is consistent with London Plan Policy T3 and the emerging LPG on Sustainable Transport, Walking and Cycling.

SA53 – Motorpoint, Sewardstone Road - The site should be well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum

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of development coming forward on this site contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA53 – Motorpoint, Sewardstone Road – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity. We welcome the new requirement for development proposals to improve public transport and access.

SA61 - Chingford station car park and bus terminal – The site is part owned by TfL and as such, TfL Commercial Development will provide comments on this site allocation in their separate response – NOW REMOVED FROM SITE ALLOCATIONS

SA62 - 472-502 Larkshall Road, Highams Park – TfL notes the proposal for a new station entrance at Highams Park. The station is managed by TfL London Rail as part of the London Overground and any changes will require their approval. The impact of any new station entrance on existing pedestrian flows in the station would require careful consideration before it could be accepted. We currently have no funding to provide a new entrance so this would need to be provided by a third party. All station improvements will have to be fully funded as part of the development because we are currently unable to provide any TfL funding. Longer term operational costs (staffing and equipment) associated with the new entrance would also need to be subject to negotiation with TfL. We support plans for improved crossing facilities.

SA59 - 472-510 Larkshall Road and James Yard – The above comments still stand. It should be emphasised that TfL is not currently in a position to provide any funding towards station improvements at Highams Park.

The site is currently the subject of a planning application which is being considered by the Council with input from TfL. We understand a financial contribution of £125,000 will be secured towards a new station entrance, fit-out, feasibility appraisal and/or station shell fit-out works in the Section 106 (S106) agreement. The S106 agreement should also include safeguarding the access land until a future decision is taken on the station entrance. Legal obligations are therefore required to progress the new entrance from safeguarding to delivery. General existing rail operations and infrastructure at the site also require protection throughout construction and ongoing occupation via separate legal agreement(s) and a Construction Logistics Plan (CLP).

SA64 - Larkwood Leisure Centre, Nursery and land to rear of Larkwood Leisure Centre - The site should be well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site,

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contributions will be required towards the delivery of key walking and cycling links and improvements to bus services.

SA61 - Larkwood Leisure Centre, Nursery and land to rear of Larkwood Leisure Centre – The above comments still stand although current funding constraints are likely to lead to a focus on active travel improvements rather than increases in bus capacity.

SA63 – North Circular - The North Circular Road forms part of the TLRN. Any proposals for new crossing facilities or changes to existing crossings will need to be the subject of early discussion with TfL. We support improved connectivity in the form of improvements to the Hall Lane underpass and the underpass along the towpath under the A406. No new vehicle access/egress should be created to the North Circular Road.

SA64 – Justin Road/Trinity Way - The North Circular Road forms part of the TLRN. Any proposals for new crossing facilities or changes to existing crossings will need to be the subject of early discussion with TfL. We support improved connectivity in the form of improvements to the North Circular footbridge. No new vehicle access/egress should be created to the North Circular Road.

SA65 – Hainault Road - The site is adjacent to tracks used by London Overground services and therefore any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA67 – Barrett Road - The site is adjacent to tracks used by London Overground services and therefore any proposed development will need to meet the standard requirements for the protection of, and continued access to, rail infrastructure.

SA69 – Blackhorse Lane - The site should be car free and well integrated into local walking and cycling networks to facilitate active travel to key destinations. To support the quantum of development coming forward on this site, contributions will be required towards the delivery of key walking and cycling links. We support the requirement to provide public realm improvements to connect the site to Blackhorse Road station.

SA74 – Deacon Trading Estate (Cabinet Way) - The North Circular Road forms part of the TLRN. No new vehicle access/egress should be created to the North Circular Road.

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We hope that these comments prove useful and are taken into account, and we look forward to working with the Council to finalise the Site Allocations Local Plan.

Yours faithfully,

**Josephine Vos | Manager**  
**London Plan and Planning Obligations team | City Planning**  
Email:

## Appendix 2 Summary of representations received and Council response

Appendix 2: Representations received and Council response

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Charles Thoure				S401 - Leyton Mills Retail Park	No Response	No	No	My only comment is that the redevelopment site M02 provides a similar retail store as existing plus adequate car parking, the current facility here is very valuable and much used and needed by the local community. We need not only easy access to larger stores for food, DIY, white goods, gardening, etc. (not small shops that already exist elsewhere in a high street) but also parking to enable taking their bulky shopping home by car. This cannot be easily done by public transport! There should be no significant reduction in retail floorspace or car parking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high warehouse-like stores without noise and pollution problems. Not all sites are suitable for housing and there is need to strategically follow the merits of providing high density housing at all costs on every development site.	address the issues raised above		-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Alexander Rooke				S401 - Leyton Mills Retail Park	Yes	No	No	This will not ease the overcrowding in this area. Public services are over subscribed, unable to retain good staff long term locally, and will be adversely affected unless provision is made for more. I will add the weight of traffic locally. The		No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and best to generate high numbers of private car/trip/short vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough over. It includes projects to ensure adequate infrastructure provision that is relevant to waste, transport, education, utilities, health, culture, sports, the emergency services, and green infrastructure comes forward alongside development in the Local Plan.</p>
Julian Cheyne				S401 - Leyton Mills Retail Park	No Response	No	No	Waltham Forest plans to build tall buildings of 18 to 28 stories on this site. These towers have to be seen in the context of the low towers Waltham Forest intends to build all along the east side of the Marshes. Not only will they have an impact themselves at this height on the sense of openness of open spaces but they will also add to the effect of this line of towers. The skyline study makes the usual justifications for increasing population in the most densely populated and deprived part of the Borough; for building ever taller buildings and for ignoring any impacts on nearby open spaces. Not only does it argue for high buildings, but it intends these buildings to have a cumulative effect. - work holistically with any development at New Spitalfields Market creating a coherent cumulative skyline - Coherent cumulative skyline from the view of the Marshes will simply mean a block of tall buildings sprawling north up the edge of the Marshes. Far from paying attention to the expectation that the openness of open spaces should be protected, Waltham Forest planners consider that, on the contrary, the greater the cumulative impact on views from the Marshes the better. This is contrary to policy on protecting open spaces. Developments which do harm to vital green open spaces cannot be holistic. The LDFPA has something to say about harm to visual amenity and the sense of openness in reference to the proposed towers on the Lea Bridge Station site. The height of the two towers on Sites 1 and 2 are of concern in terms of their intrusion upon the open landscape character and removal from the surrounding urban area. These concerns are also relevant to this site.	As Waltham Forest states, "The borough's green and blue spaces are a vital asset to the urban fabric, which further the physical and mental health and wellbeing of the borough's residents. As such it is to be protected and enhanced by the policies in this plan". The site allocation must protect vital green spaces from the unsustainable over development of an already densely populated and deprived part of the Borough which will greatly add to the existing population and thus put great pressure on important green spaces. In addition, the height of towers on this site, in conjunction with other sites, will harm the openness of vital green open spaces and their visual amenity and should not be allowed. The number of units on this site should be reduced and the height of towers restricted to prevent these harms.	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	<p>The Plan will deliver a multi-functional network of green and blue infrastructure to deliver benefits for all, including, where appropriate, increased public access and it will protect, restore and enhance the borough's natural environment to sustain biodiversity, habitats and species of conservation importance. Waltham Forest is committed to working with partners to protect and enhance the adjoining areas of regional, national and international natural importance in Epping Forest and the Lea Valley Regional Park.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p> <p>The Local Plan requires the protection of MGL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MGL will be assessed as part of this process.</p>	
John Anderson				S401 - Leyton Mills Retail Park	Yes	Yes	Yes	Commercial amenity & well considered public spaces should be enabled as a top priority, to enable community growth rather than just an increase of new-build capacity, suppressing local character.		Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The site allocation requires that commercial floorspace is provided as part of new development.</p>
Peter Carroll				S401 - Leyton Mills Retail Park	No Response	No	Yes	Get rid of the huge car park in Leyton town centre. It sends a terrible message about WF's priorities, isn't sustainable, isn't attractive, high quality mixed use residential retail is needed.		No	-	<p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p> <p>The level of car parking provision at the S402 Leyton Mills Retail Park site will be reviewed in line with the Local Plan Part 1 Parking Standards set out in Appendix 1 when the site comes forward for redevelopment.</p> <p>As set out in the Local Plan Part 1, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jule Midood				S401 - Layton Mills Retail Park	No	No	No	The retail park is really well used and the current parking arrangements are absolutely necessary for the essential shops that are on the site such as Marks & Spencer. It would be incredibly difficult to utilise these facilities if there was no parking as it is impossible to transport large objects that you purchase in such shops on public transport and these are the closest facilities for a huge number of people.	A commitment to keep the current parking and retail space if the site is redeveloped is needed. This will ensure that you are not removing access to essential retail.			The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Trisha Hobson				S401 - Layton Mills Retail Park	No	No	No	This site site abuts an important green space. It threatens to damage this site, have unpredictable impacts on local ecosystems and reduce green spaces. This will impact the quality of life of local residents as it is proven that green spaces benefit the health. It will damage trees which contribute to management of the local flood plains!		No		The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 3, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Clare Weiss				S401 - Layton Mills Retail Park	No	No	No	This area should be subject to MCL limitations which rules out major permanent structure developments.	Return the current Spitalfields Market to Hackney Marshes when the market moves away.	Yes	The plans for this south of the borough are unprecedented and mark a significant change from the existing Local Plan yet some of the specifics are already being committed to by developers and the Council.	The Local Plan requires the protection of MCL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MCL will be assessed as part of this process.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Fred				S401 - Layton Mills Retail Park	Yes	Yes	Yes			Yes		This response is noted.
				S401 - Layton Mills Retail Park			No			No		This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S401 - Layton Mills Retail Park	No	No	No					This response is noted.
				S401 - Layton Mills Retail Park								This response is noted.
Emily Lang-Bell				S401 - Layton Mills Retail Park	Yes	Yes	Yes					This response is noted.
Chris Hodgson				S401 - Layton Mills Retail Park	Yes	Yes	Yes			No		This response is noted.
				S401 - Layton Mills Retail Park	Yes	Yes	Yes			No		This response is noted.
				S401 - Layton Mills Retail Park	No	No	No					This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S401 - Layton Mills Retail Park	No	No	No					This response is noted.
				S401 - Layton Mills Retail Park	Yes	Yes	Yes					This response is noted.
G M Ford				S401 - Layton Mills Retail Park	Yes	Yes	Yes					This response is noted.
Francesca Babolin				S401 - Layton Mills Retail Park	Yes	Yes	Yes			No		This response is noted.
Colin Dear				S402 - New Spitalfields Market	Yes	No	Yes	The proposals are not sound. The council has committed itself to protecting the borough's green spaces. Yet the proposed number of homes would put pressure on Newham Marshes. The view, feel, and sunlight of this unique urban green space would be ruined by the proposed height of the towers, but this is not considered in the skyline notes which only look at the view from the proposed development. Notwithstanding the damage to the area, the site is at high risk of flooding and would not make sense. This area already sees horrific traffic congestion, building the proposed number of homes would create gridlock.	Return to marshland in light of flood risk and our need to re-wild. If not, leave it as a light industrial site. If development does go ahead, reduce the number of homes, reduce the height of the buildings to preserve the view and feel from the marshes and do not construct further bridges across the Lea.	No	To put forward my case	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively prepared  This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified  This means that the Local Plan should be based on a robust and credible evidence base involving:  - Research/fact finding: the choices made in the plan are backed up by facts.  - Evidence of participation of the local community and others having a stake in the area, and  The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p>Effective  This means the Local Plan should be deliverable, requiring evidence of:  - Sound infrastructure delivery planning;  - Helping to regulate or rationalise planning barriers to delivery;  - Delivery partners who are signed up to it; and  - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.  - The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.  Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be legally compliant to avoid being legally challenged in the examination or through the planning application process.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Adam Burch				S402- New Spiffalls Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Development must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>The following threats are all further reasons why the site is unsound: It is inappropriate to build lower blocks next to open spaces because they reduce their sense of openness. 2,750 homes: massive population pressure on Hackney Marshes Tall buildings: 18*30 storeys Construction of bridge over River Lea Site is floodplain: risk of river/tidal flooding Increased congestion: Huddell Road Craft display notes cancellation of river and marshes but highlights site as gateway to borough and saws of, not from, the Marshes</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be reformed. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>Argument for importance of green space on mental health: WEST BOD: I object to the plan at S402 - New Spiffalls Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest needs a diverse ecosystem and benefit mental and physical health. Falling BMS: I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced. Pollution and overcrowding with detrimental effect would also be reduced.</p>	Complies with the reg 10 process	<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/roadside vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>	
				S402- New Spiffalls Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Development must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>SECOND BOD: The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be reformed. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>Argument for importance of green space on mental health: WEST BOD: I object to the plan at S402 - New Spiffalls Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest needs a diverse ecosystem and benefit mental and physical health. Falling BMS: I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced. Pollution and overcrowding with detrimental effect would also be reduced.</p>		Yes	<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires existing roads and avoid harmful impacts: From overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intentionality Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>	
Felicity Jones				S402- New Spiffalls Market	Yes	No	Yes	<p>Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Development must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plan at S402 - New Spiffalls Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest needs a diverse ecosystem and benefit mental and physical health. Falling BMS: I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced. Pollution and overcrowding with detrimental effect would also be reduced.</p>	<p>would like to see the site be returned to marshland for the benefit of the existing local community and wildlife. The site is marshland but is intended to absorb rising levels of water (it's estimated that 1 line absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding.</p> <p>It would support a diverse ecosystem and benefit mental and physical health. Falling BMS: I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced. Pollution and overcrowding with detrimental effect would also be reduced.</p>		No	<p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/roadside vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Dr Daniel Harley				S402- New Spiffalls Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Development must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plan at S402 - New Spiffalls Market. 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Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>SECOND BOD: The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be reformed. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>		No	<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Intentionality Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Stephen Kelly	S402- New Spalfields Market	No	No	No	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plans at S402 - New Spalfields Market. 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Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unound and I object to these proposals.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful because they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway link to the site, with no residential neighbours. This would be a suitable modification.</p> <p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	No		<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Dara De Bursa	S402- New Spalfields Market	Yes	No	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Rhiamon Leyland	S402- New Spalfields Market	Yes	No	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Natalie Mady	S402- New Spalfields Market	Yes	No	Yes	No	Yes	<p>There needs to be a more joined up approach to impacts on public green spaces. It is unound that, where in the north of the borough, developments must be designed to "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. There is not a similar protection and thought in place concerning the areas around the River Lee, the marshes. The proposed development is right on the edge of the river, an important habitat for a number of birds including ducks, geese, cranes, cormorants and kingfishers. The scale of the proposed developments will impact negatively and threaten much of this important wildlife and biodiversity. The construction in this area and the influx of new residents will also pose threat to the quiet and peaceful undisturbed nature of the area. The Marshes is a valuable open space and the proposed scale of the development will impact on the sense and feel of the Marshes reducing the overall positive effect this green space can have on our mental health. It is also proposing to build on a floodplain. With predicted changes in weather and climate change the London basin is expected to be subject to a huge flood risk to London and particularly flood plain regions. These areas need to be planned for that flooding and so building on them is why unound. The Marshes and River Lee area have provided a much needed wild green space, especially during the pandemic. They have supported my mental health as spaces that are valued by my community. The continued increase of high rise developments is changing the whole atmosphere of the area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>	<p>I suggest the site remain as it is. The current area is not fit to provide sufficient amenities for the increased occupants in this area. It would be better to enhance the site for the local employment in this area. It would be better to invest in green spaces. Affording the same level of protection to the Marshes as Epping Forest SAC. The population in Waltham Forest is growing and it is to be built in should not be larger or bigger or footprint than existing structures.</p>	No		<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Having site allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Molly Askey				S402- New Spitalfields Market	Yes	No	Yes	<p>As a local resident, I was personally devastated to hear of the development plans for Walthamster and Lea Marshes. It's absolutely a unique space of nature, tranquility and biodiversity that benefits the mental health of the wider community - one of the last free activities and joys many long-term low-income residents from the borough can enjoy, who have been priced out of local cafes and shops. I strongly object to the plans at S402- New Spitalfields Market. It would be absolutely vital to develop new tall towers, which will not even have cheap flats to benefit the people most affected by the housing crisis, not only for the biodiversity (we are living in a climate crisis and NEED to be planning ahead as well), but for the sense of open space the marshes currently have. To build tall towers would be a blight on the current view and landscape, and this is not even to mention building on a flood plain. The Lea Valley is at risk of tidal flooding, the London Barrier were to fail. If we think this building will not be affected by climate change in the future, we are totally mistaken! Everything will fail. And it is especially because of this that we need areas of natural biodiversity. Once the gate is open for this kind of development, it just won't stop. And the thought of that makes me feel very depressed to be a local resident.</p> <p>Of course affordable housing is a necessity - but this is not even affordable and it simply cannot come at the expense of the ever-decreasing green space. It's such a short term thinking, it's completely contradictory to disturb and destroy existing nature, and then someone to improve the local ecology. It just won't happen. The ecological balance of a marsh is incredibly sensitive, and it's tricky precisely because it's left alone. This development for site S402 will also increase traffic and pollution in the area.</p>	<p>The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is absolutely crucial. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity - something with it is so important to consider when we are thinking of any sort of viable, enjoyable future. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.</p>	No		<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of generally affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan Part 1.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p>
Jack Barnett				S402- New Spitalfields Market	Yes	No	Yes	<p>This area is a haven for many residents who live hard lives. It's vital for our mental health. You wouldn't be putting this up in Green Park would you? This is an urban wilderness, a busy and healthy nature, and there's something about it that we don't need to highlight. We need to protect the marshes. To have two different approaches to the same open space is a contradiction. The open space is unsound. Me and many know attribute our mental health and wellbeing to being able to access the open space of the marshes. Continued good mental health and wellbeing has a direct impact on the rest of life. It puts pressure on our vital resources. Yet these proposed tower blocks and houses will destroy that entirely.</p>	<p>I suggest are that the site be returned to marshland, due to the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived.</p>	No		<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four conditions which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectives governing development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the assessed experts sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/ fact finding: the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area; and</li> <li>The Local Plan should also provide for most appropriate and considered reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Having no regulatory or national planning barriers to delivery;</li> <li>Delivery partners who are signed up to; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to monitor.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the IDP should make clear that major changes require a formal review involving public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to Annual Monitoring Reports.</p>
Sarah Rusbridge				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Spitalfields is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the rest of life. It puts pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. The evidence to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p> <p>The proposed site S402 - New Spitalfields Market is located on a brown flood plain. If it is built on, this site will be there for many years to come.</p>	<p>I would suggest that the site be returned to marshland in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>I would suggest that the site be returned to marshland in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A32) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No		<p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Andrew Mcguffog				S402- New Spitalfields Market	Yes	No	No Response	<p>The height of the proposed buildings will impinge on the Hadley Marshes, reducing the atmosphere of open space. This, along with added light pollution, will also have a detrimental effect on wildlife. Increased flooding in this area in future years will exacerbate this development as a floodplain.</p> <p>There will be added congestion in Rushholt Rd. with accompanying increases in pollution.</p>	<p>Given that it is marshland already, I say that they are, therefore making flooding less problematic.</p> <p>If the area is left as light industrial, the threats to the Marshes, and added congestion will be minimised.</p>	No		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>





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Victoria Sholand	S402 - New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during Covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers at along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a high industrial site that has minimal impact on the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The local plan policy Biodiversity and Goodness will seek to protect and enhance biodiversity and goodliness resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Baa Hatharley	S402 - New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during Covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers at along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a high industrial site that has minimal impact on the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The local plan policy Biodiversity and Goodness will seek to protect and enhance biodiversity and goodliness resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Victor Smith	S402 - New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	As a landlord who has regularly used Hackney Marshes as a place to walk, exercise, and meet friends, I think that the Local Plan is unsound. London has very few green spaces, and overdevelopment in many parts of London is already destroying parks, gardens, and mature trees that local people enjoy. It is disturbing that development is now threatening one of the largest green spaces in London with high tower blocks that will enclose and skank the Marshes and an excessive population increase that will crowd the area at a time when people desperately need open space. Green spaces are essential to mental health, particularly for Londoners like myself who do not have the time and money to leave London regularly for countryside breaks. The Marshes are particularly precious because they are easily accessible to people in more deprived areas of London who are already at risk from worse health outcomes. I'm also concerned that cramming blocks of flats into a flood plain will not result in safe and healthy homes. Crowding the Marshes with tall tower blocks will make our London a little more grey and sad during a time of environmental crisis.	I believe that the site should be preserved as marshland and a flood plain, to protect the mental health and safety of Hackney residents and other Londoners who visit the Marshes. However, as it is, the site currently has little negative impact on the health benefits of the Marshes, and is a Locally Significant Industrial Site that provides much-needed jobs in the area. So I believe that leaving it as it is is acceptable.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission unless measures in place prior to development.  In April 2020, the Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, the Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy-efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-	S402 - New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current wider perception of openness and disconnected from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of our local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-covid statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	The allocation of this site requires the creation of high quality green space.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  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Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S402 - New Spitalfields Market	Yes	No	Yes	I believe the plan is not sound because it is going to endanger the marshes natural ecosystem which is fundamental part for good quality living of the area	consider necessary to leave the site as it is	-	-	<p>The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <ul style="list-style-type: none"> <li>Positively Prepared</li> <li>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</li> <li>Justified</li> <li>This means that the Local Plan should be based on a robust and credible evidence base involving:</li> <li>Research/Testing: this checks made the plan is backed by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> <li>Effective</li> <li>This means the Local Plan should be deliverable, requiring evidence of: <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Absence of regulatory or national planning barriers to delivery;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> </li> <li>The Local Plan should be flexible and able to be monitored.</li> <li>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</li> </ul>
Susan French				S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfam Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watfam Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.	-	-	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
				S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfam Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. The UK's largest mental health charity, Mind, shows how crucial nature and outside spaces are for mental health (https://www.mind.org.uk/information-support/tips-for-enjoying-nature-and-mental-health/how-nature-benefits-mental-health/). Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived. There is a two-way relationship between poverty and mental health. People with mental health problems are more likely to end up in poverty, and people who live in poverty are more likely to have mental health problems.	No	-	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
				S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed and massive population increase this will bring to the area will completely destroy the sense of open green space and biodiversity of the Marshes, which is so unique in London. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access open space such as the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Watfam Forest has backed this up by saying it wants to protect and enhance green spaces and acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. These plans are also harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	Falling the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watfam Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.	-	-	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
George Morgan				S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed and massive population increase this will bring to the area will completely destroy the sense of open green space and biodiversity of the Marshes, which is so unique in London. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access open space such as the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Watfam Forest has backed this up by saying it wants to protect and enhance green spaces and acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. These plans are also harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	When support for mental health is affordable, it removes a key barrier for many people living in poverty. It provides them an opportunity to take control of their mental health and gives them more agency over it. Being able to walk or exercise in outdoor spaces is directly conditioned to fit into people's lives and improve their mental health in a way that is affordable.	-	-	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Naa'Yah				S403- New Spalfelds Market	No Response	No	No	<p>The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. This has always been my safe space, a place to escape everything and feel calm and surrounded by nature, without building or human structures in sight. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. 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Sarah Pearson				S403- New Spalfelds Market	No Response	No	No	<p>Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, development must be designed to "minimise access to Egging Forest and mitigate for urban effects to ensure no adverse effect on the Egging Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Egging Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of open green spaces in the borough is unsound. While protecting Egging Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. I use the marshes daily for my mental health and this development would greatly limit my access.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people &amp; cars, lighting and the impact of tall buildings. In the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes currently do. The development should be refused, furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watfham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This is a suitable modification.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Watfham Forest.</p> <p>The HR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park [Special Protection Area (SPA) and Ramsar]</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Raece Kyle				S403- New Spalfelds Market	No	No	No	<p>I object to the plans at S403 - New Spalfelds Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>SECOMBON The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watfham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This is a suitable modification.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Rosey Trickett				S403- New Spalfelds Market	No Response	No	No	<p>I object to the plans at S403 - New Spalfelds Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Jul Morrison				S402 - New Spottfields Market	Yes	No	Yes	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a savior for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Goia Inghra				S402 - New Spottfields Market	Yes	No	Yes	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a savior for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Caroline Cullen				S402 - New Spottfields Market	Yes	No	Yes	I object to the plans at S402 - New Spottfields Market. The marshes are an incredibly special area that we are so lucky to have in our city. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a savior for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. 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Elmii Kontarzi				S402 - New Spottfields Market	No Response	No	No Response	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a savior for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Anna Tokareva	New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Andr�o Rodrigues	New Spitalfields Market			S402 - New Spitalfields Market	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Sarka Kane	New Spitalfields Market			S402 - New Spitalfields Market	No	No	No	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watfham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Oliver Higgs				S402- New Spottfields Market	No	Response	No	No	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Lucia				S402- New Spottfields Market	No	No	No	No	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Katharine Hastings				S402- New Spottfields Market	Yes	No	No	No	I object to the plans at S402 - New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Louise Marshall				S402 - New Spitalfields Market	Yes	No	No	<p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watlington Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Kat Hawkins				S402 - New Spitalfields Market	Yes	No	Yes	<p>I object to the plans at S402 - New Spitalfields Market. This space has kept me alive, as a disabled person and double leg amputee who has PTSD. The tall towers proposed, will completely destroy this connection I am able to achieve with nature. And the huge population increase will make living and finding moments of relaxation so much harder. On top of this it will destroy the biodiversity that the Marshes have. Watlington Forest has said it wants to protect and enhance green spaces. I acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Watlington Forest.</p> <p>The HRB for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
S Pendar Hughes				S402 - New Spitalfields Market	No Response	No	No Response	<p>I object to the S402 plans as unsound because:</p> <p>The Marshes present a unique natural environment which should be protected from the impact of development. Proposals completely ignore the fact that parts of the marsh are considered a Site of Importance for Nature Conservation. Watlington Forest's proposals for development in the North of the Borough and Hackney Marshes should receive the same protection.</p> <p>The proposed development is likely to have significant negative impact on the natural environment (sudden increased population puts pressure on surrounding environment and increases littering, air, light and noise pollution, risk of increased on-off and more frequent flooding)</p> <p>The health and wellbeing of current residents (irreversible and unacceptable change to the character of the open space - research shows that access to open green space improves mental health and reduces pressure on the NHS as well as the overall well-being of the population)</p> <p>Sudden increase in population puts pressure on access to the space for food and local services which is bad for everyone)</p>	<p>In order to make the proposals sound, I would like to see the site returned to marshland. In light of the need to protect green spaces at a time of climate change and of the proven benefits open space has on our mental, physical and local health this would be a fantastic, forward thinking approach by Watlington Forest for the benefit of current and future generations.</p> <p>The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is well documented. This is particularly true in the South of the borough where there is a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes.</p> <p>This approach also acknowledges and builds on the conservation status of the Hackney site of the river and protects the open character of the area to create an even more unique natural environment. It also increases the flood-absorbing capabilities of the area, which in turn reduces flood risk to local property and lives.</p> <p>Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watlington Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours.</p>	No		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S402- New Spottfields Market	Yes	No	Yes	<p>I object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Wattham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>			<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Richard				S402- New Spottfields Market	Yes	No	Yes	<p>I object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and local health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Wattham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>		<p>It is essential to consult the community that uses these spaces at every stage of the planning process</p>	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. 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Richard				S402- New Spottfields Market	Yes	No	Yes	<p>I object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Sally Ayling				S402- New Spottfields Market	No Response	No	No Response	<p>I object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Wattham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	Yes		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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										No		

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Stuart Smith				S402- New Spitalfields Market	No	Response	No	No	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watforn Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Failing the return of the site to natural marshland, I suggest leaving the site as it is, a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watforn Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway link to the site, with no residential neighbours. This would be a suitable modification.	-		Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intentionality Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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-				S402- New Spitalfields Market	Yes	No	Yes	No	I object to the plans at S402 - New Spitalfields Market. The development proposed, and subsequently the major population increase this will bring as a result, will completely erode the sense of open green space and biodiversity that the Marshes have provided to East London residents for many years, which is so unique in London. Watforn Forest has said it wants to protect and enhance green spaces. Additionally, I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone.  Over lockdown 2020, the Marshes became my safe haven, being only able to exercise for one hour a day. I would run to the marshes, and take refuge in the green space and see the flourishing reeds, and then to look back to the marshes provided with a sense of grounding, being in nature called my sanctuary and PTSD. I made through lockdowns because I had somewhere like the Marshes to go to, and sadly not all people have access to such an abundance of nature and biodiversity in their neighbourhood. I am not alone in saying the open green space of the Marshes has been a saviour for so many local residents. Like me, many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer.  Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, as there are clear benefits that the marshland has for the local and wider community, and the pressure this takes off of NHS and primary care services is evident.  The south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes on the marshland helps support these areas. Failing the return of the site to natural marshland, I suggest leaving the marshes in tact as it is, a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.	No		Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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Pat Mowley				S402- New Spitalfields Market	Yes	No	Yes	No	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watforn Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Failing that, the site should be left as it is, as a low rise locally significant industrial site that Watforn Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	No		Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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Sadie Cahill				S402- New Spottfields Market	No	No	No	<p>object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Wattham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>			<p>This is an important issue to get community input regarding</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. 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Kate Jones				S402- New Spottfields Market	Yes	No	Yes	<p>object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. As a counsellor and wilderness therapist I understand the unique importance of this environment. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. 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Andrew Sinclair				S402- New Spottfields Market	Yes	No	Yes	<p>object to the plans at S402- New Spottfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. 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Sandy Oranga				S402- New Spitalfields Market	No	No	No	No	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the small of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a savior for so many of local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during Covid but for the last 20 years and longer. Continuing good mental health and wellbeing has a direct impact on the NHS - it is less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes park, then the development should be refrained. I suggest that this site be returned to marshland land to protect its conservation status as an SINCL. Failing that, the site should be left as it is, as a low rise locally significant industrial site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.			Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
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													The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).
													Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Janet Rudge				S402- New Spitalfields Market	No Response	No	No	No Response	The development proposals include planned building of two excessively high tower blocks which can only impact negatively on the sense of openness in the adjacent open green space. The Hackney Marshes currently offer a beneficial amenity to local residents and potentially their mental well being, but the space would be overshadowed and dominated by tall blocks. It is not necessary to build high rise to achieve high population densities if that is what is required, but very tall blocks will cause long shadows and a poor surrounding microclimate including wind tunnel effects. The proposals are therefore unsound.	Any residential development should be limited to medium rise building so that it does not negatively affect views from the Marshes or the environment within the site itself.	No	I feel it is necessary to be able to emphasise the potential permanent loss to the environment amenity for the local area	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
													The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
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Teresa Ferreira				S402- New Spitalfields Market	Yes	No	Yes	Yes	The proposed development at S402 - New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINCL), with there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINCL that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.	The relationship between people and green spaces should be consistent across the Borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes park, then the development should be refrained. I suggest that this site be returned to marshland land to protect its conservation status as an SINCL. Failing that, the site should be left as it is, as a low rise locally significant industrial site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	Yes		Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
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Elie Slett				S402- New Spitalfields Market	Yes	No	Yes	The proposed development at S402- New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.	The relationship between people and green spaces should be consistent across the Borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes can, then the development should be refrained. I suggest that this site be returned to marshland land to protect its conservation status as an SINC. Failing that, the site should be left as it is, as a low rise locally significant industrial site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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Miranda Cochran				S402- New Spitalfields Market	Yes	No	Yes	The proposed development at S402- New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.	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				S402- New Spitalfields Market	Yes	No	Yes	The proposed development at S402 outlines there will be a total of 2750 new homes within the area, meaning an estimated 5000-6000 new commutes to a small, congested area. This dramatic increase in population will in turn increase light pollution, congestion, air quality, waste facilities and traffic within a highly vulnerable area. The development threatens biodiversity, wildlife and community green space all of which in the current climate are not just valuable but essential, and must be protected at all costs. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable area that will not be able to withstand the weight of increased pollution and population density. I therefore object to this proposal as it is unsound.	Green spaces across cities must not only be protected but also developed and enhanced. Without surrounding wildlife, green spaces, trees or wetlands the health and wellbeing of its inhabitants. If these proposed developments threaten green spaces ability to absorb its impacts, then the development should be re-worked or removed. I suggest this site be kept to marshland and green space as an area of conservation otherwise developed into an agricultural site.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Tara				S402- New Spitalfields Market	No	No	No	The building of 2500 apartments means at least 5000 people encroaching on this small area along with their cars, cats, waste and emissions. It will have a massive negative impact on the nature saving pollution and forced migration for lots of wildlife and birds. This area is so important for citizens and visitors mental health as well as for the animals and nature that call the marshes home. It is so nice to have a green place where you can relax and wander without fences or paths - in fact it is very rare in London. This is also a floodplain, the marshes will suck up any overflow from the river or rainwater. Weather in the future is expected to be more unpredictable and potentially more storms and rains. It could be dangerous to build on floodplains. In addition this project is being marketed as creating affordable houses, but invertebrate apartments in a busy location will not be marketed to your average citizen. Please see my expert report.	None. Keep it as it is.	-	-	<p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of generally affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of uses. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.</p>
Name Surname				S402- New Spitalfields Market	Yes	No	No Response	I do not consider the Local Plan Part 2 sound on the basis of X....	Proposed modification....	No	To represent etc.	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The Inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: - Research/fact finding, the choices made in the plan are backed up by facts. - Evidence of participation of the local community and other relevant stakeholders in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Consistency with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals, although it is important that policies are flexible, the IDP should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
Jack Gooding				S402- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have contradictory approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.  Additionally there is a strong evidence base linking access to open green spaces and promoting good mental and physical health. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 200 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during COVID-19 but for the decades previously. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.  The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this will be there for many years to come. With	I would suggest that the site be returned to marshland in light of the above reasons: protecting green space, supporting good mental and physical health of residents, and that the marshes is a known flood risk area, especially with the predicted changes that will occur in the coming years with climate change. This site as marshland has the potential to absorb rising levels of water (it is estimated that 1 sea level 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also bringing in a size of biodiversity that marshland brings. Failing this, I suggest the site is as is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	Yes	-	<p>The <a href="#">Public Consultation</a> which demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other stakeholders to maintain the effectiveness of the Local Plan Documents, being a sound plan.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Rambar)</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
					No					No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sarah Tuley				S402- New Spitalfields Market	Yes	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and 'mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>The proposed development at S402 - New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 home-bringings an estimated 5000-6000 more people to the area, alongside an increase in domestic paths. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the marshes side of the Old River Lea being a Site of Importance for Nature Conservation (SINCS), yet there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINCS that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. The green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Marshes Marshes can't, then the development should be refused. I suggest that this site be returned to marshland land to protect conservation status as an SINCS. Failing that, the site should be left as it is, as a low rise locally significant industrial site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment. This would be a suitable modification.</p>		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>	
Florence Kennard				S402- New Spitalfields Market	Yes	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and 'mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 200 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Marshes Marshes can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p> <p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open green space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes of primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p>		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>	
Samantha Grayson				S402- New Spitalfields Market	Yes	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and 'mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 200 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. 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Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p>	Complies with the Reg 19 process	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>	
Parlolee Jane Ross				S402- New Spitalfields Market	Yes	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and 'mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 200 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p> <p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open green space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes of primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p>	No	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>	



Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jan Wilson				S402 - New Spitalfields Market	Yes	No	Yes	The proposed development of 2,750 new homes represents an over development of the site and will place massive population pressure on the area. In addition the proposed buildings are likely to be in the region on 18-30 stories. Both the scale of the population increase and the height of the buildings represent a significant threat to the adjoining Hackney Marshes, a sensitive area of public open space, which should be protected.  The site is also on a flood plain and the recent flooding events in parts of Waltham Forest have shown that there is a real danger from flooding in the area, particularly as with the onset of climate change. The proposal does not seem to fit in well with the Council's declaration of a "Climate emergency".	This site should be left as it is, a light industrial estate.		Because I live in this part of the borough and want my voice heard.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Eleanor Ferryhough				S402 - New Spitalfields Market	Yes	No	Yes	The proposed development at S402 - New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 1000-1600 more people to the area, alongside an increase in domestic sites. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the Hackney side of the Old River sea being a Site of Importance for Nature Conservation (SIN), yet there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This use of this site to house another 1000-1600 people is putting huge population pressure on a vulnerable SIN that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound. Further to the impact on local nature/biodiversity, the impact of the new development on the area as a green space where urban residents can reconnect with nature, something that has a positive effect on mental health, would be damaging.	would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site at marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also bringing as a site of biodiversity that marshland brings. Failing this, I suggest the site be left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stronger environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  In April 2023, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of benefit to the health of our residents. Most residential development proposed within the Plan is car free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a possible measure.
Anna Povey				S402 - New Spitalfields Market	No Response	No	No	2,750 homes: massive population pressure on Hackney Marshes  Tall buildings: 18-30 stories (obstructing sky line, horizons and taller than people want to live in)  Construction of bridge over River Lea  Close to floodplain: risk of river/total flooding  Increased congestion: Ruckholt Road  Draft skyline notes: sensitivities of river and marshes but highlights site as gateway to borough and views of, not from, the Marshes	Return to marshland to protect the habitat for future  Or  Leave as is	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  As set out in the Local Plan, if new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised while trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).
Sophie Knox				S402 - New Spitalfields Market	Yes	No	Yes	It is not considered SOUND to build high-rise buildings next to an open sand marsh - this drastically reduces people's sense of open space which is highly limited in central London. Not to mention the cost to nature, soil and creatures who inhabit nearby. The relationship between people and green spaces should be consistent across the borough.  It also poses challenges with congestion in nearby areas, as well as increased human-impacted pressure on the land itself (i.e. increased foot traffic, littering etc.)  The site is also floodplain. There's huge risk of flooding here and should not be considered sound for large scale property development	consider returning to marshland in light of flood risk, and support local wildlife endeavours.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  As set out in the Local Plan, if new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised while trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Risa Hathley				S402 - New Spitalfields Market	Yes	No	Yes	The proposed development at S402 - New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air noise and light pollution on the vulnerable marshland and adjacent sites. The proposed site is a vulnerable river environment, with the Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), with there is no adequate mention of this conservation status in the proposal as it is around the Egging Forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes can, then the development should be refused. I suggest that this site be returned to marshland land to protect its conservation status as an SINC. Failing that, the site should be left as it is, as a low rise locality, significant industrial sites that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.
Jennifer Russell				S402 - New Spitalfields Market	No	Yes	Yes	Green spaces are essential for our physical & mental health, which has been especially evident during the pandemic. Egging Forest is a protected green space, so it feels like a contradiction that the marshes aren't being treated the same way. London already lacks open spaces, to fill the area with tower blocks would take away a crucial spot that offers a place for the open skies and nature. I also have concerns about the implications of building on floodplains - given the clear signs of climate change and increased flooding in recent years, I don't seem safe to build homes there.	Ideally, the area would be returned to marshland, providing a space for more nature, biodiversity, and an area where more people can reap the benefits to their mental & physical wellbeing. Failing that, it should be kept as a light industrial area, reducing the environmental impact & also avoiding any risk from building on floodplains.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Kirby Swales				S402 - New Spitalfields Market	Yes	No	Yes	Tall buildings 18 - 30 storeys will reduce sense of openness of Marshes vulnerable river environment - Hackney side the Old River Lea is Site of Importance for Nature Conservation (SINC). Plan indicates bridge site is floodplain, risk of river tidal flooding - extreme weather more likely with climate change increased congestion, air pollution in Rushford Rd South Bridge Doc notes sensitivities of river and marshes but highlights site as "gateway to Borough and views of, not from, the Marshes. This is a major issue and this site is not a cluster unlike Stratford or City of London	Option 1: Return to marshland in light of flood risk  Option 2: Leave site as is, as a light industrial site  Option 3: If absolutely necessary massively reduce scale of development, and create more open spaces/nature use	No	other people can represent this view	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a healthier alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Emma Howard				S402 - New Spitalfields Market	Yes	No	Yes	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal risks that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 13,000 gallons of water a year) and protect other areas of the borough from flooding, while also bringing a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	It is important for communities to be involved with the future of their area and representatives with expertise in many areas is vital for decisions not just being made around profit, just	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Rebecca Moran				S402- New Spitalfields Market	No				<p>massive population- pressure on Hackney Marshes</p> <p>Tall buildings: 18*30 storeys</p> <p>Construction of bridge over River Lea</p> <p>Site is Floodplain: risk of river/flood flooding</p> <p>Increased congestion: Ruckholt Road</p> <p>Draft skyline notes sensitive of river and marshes but highlights site as gateway to borough and views of, not from, the Marshes</p>	<p>Option 2: Return to marshland in light of flood risk</p> <p>Option 2: Leave site as it is, as a light industrial site</p>	No	-	<p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>
Nalin Paries				S402- New Spitalfields Market	Yes	No	Yes		<p>A huge reason this area is so attractive for young professionals and for developers is the marshes. It's such a special place to have this amazing green area in an inner city location. It's clear to see countless benefits that this area brings to the mental and physical health of local residents. It provides a space where people can go to clear their minds through exercise or going for a stroll, playing football, or simply sitting on a bench and appreciating how lucky you have to be to have close access to such a magnificent greenspace. The reason the marshes is so significant is because building developments have been restricted, producing a great area where nature can thrive more. People need to be able to be somewhere without building developments and brand new housing paving down on them; compacting their scope of view. The marshes must be left alone, if a gem, cherished by thousands and it cannot be ruined by developments that begin delineating the space before creeping in, shrinking the space and along with it the biodiversity and capacity for peace and quiet. The marshes cannot lose to the relentless pursuit of money and comfort. These houses will contribute to the needs of local residents. The joys of the developments (thousands of new homes, a nursery, but first infrastructure, etc.) although are good, they are nearly outweighed by the consultant's regimes. I've stated here. It will create more congestion. It will reduce biodiversity. It will cause protests. It must be left in peace.</p>	This plan should not go ahead. We must realise how important green space is and appreciate it entirely, not reduce it.	No	-	<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The local plan policy Biodiversity and Greenways seeks to protect and enhance biodiversity and greenways resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', 'wild public amenity, green roofs, and tree planting which will produce biodiversity net gain sites.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Katrina Duncan				S402- New Spitalfields Market	Yes	No	Yes		<p>The importance of open, green spaces to mental health has been particularly highlighted in the last two years of coronavirus impact, while the pandemic may be easing, many other pressures continue to make it vital that inner city residents have easy access to open spaces. Likewise, it is essential that we protect and 're-wild' much of our natural environment and returning the site to natural marshland is the optimum way to achieve this. Additionally, the proposed site is located on a flood plain - with any building erected there at severe risk of flooding as we experience more extreme weather linked to climate change.</p>	I consider that the best option for the site is to return it to marshland, to protect residents from flooding and supporting a thriving biodiversity. Failing this, retaining its use as a light industrial site would reduce the risks caused by flooding in a densely populated residential area.	No	-	<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p>
Georgia Sathell				S402- New Spitalfields Market	No	No	No		<p>demonstrable and proven improvements to public health caused by OPEN green spaces. As well as the clear benefit to quality of life, this reduces impact on primary care and the NHS in general. Waltham Forest has rules that ban developments which would affect this [SINCs Sites of Importance for Nature Conservation] Why not in the south of the borough? The marshes are a floodplain (just one tree absorbs an estimate 1100 gallons of water per year). Building on them in a time of climate crisis is a huge flood risk.</p>	don't do it	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p>

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				S402- New Spalfields Market	No Response	No	No	No	I believe that this development is unsound. It would crowd out and over shadow urban wild areas and have a significant impact on the historic and natural setting of Hackney marshes, an area which is already being lost. I am particularly worried about the additional bridge across the old River Lea as this will have significant impact on the banks and the wildlife. The plan calls for tall building which will tower over this area of urban space. Hackney Road is already heavily congested at weekends with evening shopping at Layton Mills so I am also concerned about the plans for more shops in this development.	To reduce the height of the owners so they fit with the current tree line and are out of sight of the marshes and River Lea.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The local plan policy Biodiversity and Greeniversity will seek to protect and enhance biodiversity and greeniversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', 'wild' public amenity, green roofs, and tree planting which will produce biodiversity net gain on sites.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites and currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Chris James				S402- New Spalfields Market	No	No	No	No	Please stop building hulking great towers that can only be bought by the rich, ESPECIALLY when they are right next to one of the few large open green spaces in London.		-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. Low-cost rent including Social Rent and London Affordable Rent will be the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
Vanya Marks				S402- New Spalfields Market	No Response	No	No	No Response	These developments remove biodiversity from our city at the exact moment that we are in a climate and ecological emergency. Building new infrastructure that tramples all over biodiversity, nature, wildlife and green spaces is utter madness. The climate crisis will result in more floods, exactly what marshes are designed to mitigate. Habitat loss is causing the sixth mass extinction of species. Additional carbon emissions brought about by building work will increase global warming and mean the borough misses its carbon reduction targets. Wide open green spaces much needed to alleviate the stresses of mental health will be lost. Instead of these misjudged attempts to develop green spaces please please spend your money on covering office space or retail space or car parks on converted woodland that is no longer needed due to the effects of the pandemic, you must listen to your residents and your neighbours and we say no!	Modify this by moving your plans to existing converted spaces. Do not pour more concrete into the Earth. There is concrete everywhere: old offices, old retail parks, old car parks, industrial wastelands, old shops, neglected housing. Please convert these existing building to liveable spaces. Do. Or destroy nature parks to tick a box of new build housing. What about the tax box that says you must protect biodiversity and you must reduce carbon emissions? can you tick THOSE boxes? We have under ten years to slow the rate of global heating before it's too late and the catastrophic changes become irreversible. Do your bit Waltham Forest.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible convert, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p>
Emily Baker				S402- New Spalfields Market	Yes	No	Yes		The proposed site S402 - New Spalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Situated the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S402, as building over 2,700 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also bringing as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, or a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible convert, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Ashleigh Lawson				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, a building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, a building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
Hilary Jackson				S402- New Spitalfields Market	No Response	No	-	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, a building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
Lily Stewart				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, a building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	Yes	Because we need advocated for nature and mental health in the housing sections	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Lisa Harkin				S402 - New Spitalfields Market	No	No	No	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. I therefore object to the proposed plans for site S402, a building over 7500 homes, with a predicted population increase of 5000-6000 people, on a known floodplain in unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that it can absorb 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
-				S402 - New Spitalfields Market	No	No	No	The proposed site S402 - New Spitalfields Market is located on a known flood plain. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. I therefore object to the proposed plans for site S402, a building on homes, with a predicted population increase of 5000-6000 people, on a known floodplain in unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that it can absorb 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Ieva Vilimaviciute				S402 - New Spitalfields Market	Yes	No	Yes	The tall towers proposed will destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. For so many of us local residents the Marshes helped to improve mental health and wellbeing to being able to access the open space. These proposed tower blocks will completely destroy that. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and will devastate the open space and biodiversity of the area, I think it is completely unsound to bring these plans forward and I object to these proposals.	I suggest that the site is returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident, especially in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
-				S402 - New Spitalfields Market	No	No	No	object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by numerous clinical studies. The open green space of the Marshes has been a lifeline for so many of us local residents and provides children a much needed connection to nature. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during the recent pandemic, but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it both less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. To bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and therefore object to these proposals.	This modification I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (locally significant industrial site) with good road (A13) connections with the potential to create good quality railway links to the site, with no residential neighbours. This would be a suitable modification	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>

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Tara				S402- New Spitalfields Market	No	No	No	<p>Waltham Forest is seen to be a green borough with a progressive and environmentally aware council. This is what attracted me to the role. The proposal to level hundreds of acres, what are deemed to be "vacant" apartments (which won't be affordable and will instead be luxury) is not in line with respecting or protecting the area. While green spaces are absolutely essential for mental health, and whilst London has lost its parks, this kind of wild space with rich biodiversity that is open and accessible to all is very rare in London. Tall buildings will be an eyesore, and 2700 flats mean up to 5-6000 more people on this small area in a short space of time. With that bringing cars, parks, waste and noise pollution. This area is also a floodplain, made of marshland which absorbs flooding. By concreting over the marsh increases the risk of flooding.</p>	<p>Keep the marshes as they are with light industrial buildings. Green spaces need to be protected during the climate crisis, not eradicating.</p>	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Harry N				S402- New Spitalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these sites are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest a modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	To ensure that it complies	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Tony Wragg				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the high population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these sites are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest a modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ailbhe Murphy				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health, in the north of the borough, developments must be designed to "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. Having two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	To be informed of the new modifications	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
-				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "mitigate access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Bath Rose				SAC2- New Spitalfields Market	No Response	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "mitigate access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Leah Laprade				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "mitigate access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification. The housing crisis should be dealt with putting rent caps and reappropriating empty houses, as well as building houses on sites which aren't green spaces	Yes	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Rosalyn Biffingham				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Gian Singhara-Warren				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open space has on the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly so in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This would be a suitable modification.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Aurelia				SAC2- New Spitalfields Market	Yes	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Jo Winsloe				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Oliver Higg				SAC2- New Spitalfields Market	No Response	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Emma Puck				SAC2- New Spitalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Emily				SAC2- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. I also have concerns around building on flood plains, where flooding continues to be an issue in the borough.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Hannah Wadlow				SAC2- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Edina Muntajava				SAC2- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Des Lewis				SAC2- New Spitalfields Market	No	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Olivia McLaughlin				SAC2- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Ben Tompkin				SAC2- New Spitalfields Market	Yes	No	Yes	I recognise the need for new homes but this proposal talks about optimising the volume of homes, which will put too much pressure on the surrounding green space, and building at height, which will harm the value of the marshes as open green space uninterrupted by structural structures. There is no mention of a proper sustainability strategy with regard to protecting the surrounding green space and the development itself being carbon neutral and sustainable. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes. The open green space of the Marshes has been a saviour for so many local residents. The benefits of open, unobstructed green space is backed up by over 3000 clinical studies in the last 5 years alone.	A development at this scale should have the environmental impact and sustainable building practices at its heart. This means low rise buildings that complement their surroundings and don't obstruct views of green space for local residents. Buildings that use sustainable resources. A building strategy that means the development is self sufficient through sustainable energy technologies like solar and wind. This approach needs to be outlined from the start, before any high level permissions are granted.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirements and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor/ sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response			
C Martin				S402- New Spitalfields Market	Yes	No	Yes	I think the size of the proposed development would be incredibly detrimental to a huge population who use the space for mental health and wellbeing. I work as a counsellor and regularly have clients who describe the positive and life changing effects of visiting open green spaces - often with particular reference to the openness, wellbeing and 'feel good' factor. These blocks like this would not only totally ruin this sense of space, a real refuge for Londoners, but also bring a huge influx of population who the demographic close to the proposed high priced area is not necessarily those who would use the space, or most vulnerable. Additionally it seems impossible that the wildlife and biodiversity will be unaffected by these changes. I believe these plans are unsound and unethical, motivated only by money - I completely object.			I believe the only justifiable plan would be to leave the site as it is. I do not see how any buildings at all, even boutiques, would have the natural life and wellbeing and regular health care benefits of the open space in fact. The only reasonable reason to build here would be for more social housing, but this is not the purpose of the proposed plan. It is the intention for all, there is no room for growth for the development.		-	<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p>
Kaja B				S402- New Spitalfields Market	No Response	No	No	I object to these plans massively. I cannot actually believe that this is being proposed. We are in a Climate Emergency, we should be creating more parks, enhancing biodiversity and not destroy the few green spaces we still have. The council did actually declare a Climate Emergency back in April 2020. How do those plans go together? Furthermore, having gone through many painful lockdowns, we realised how much green spaces are needed for our mental health - our health in general. I for one, did walk around the marshes on a daily basis to keep sane. Once again, we urgently need to protect the spaces we still have and create new ones. The marshes should be legally protected like Epping Forest is.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.	No	-	<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The local plan policy Biodiversity and Goodness will seek to protect and enhance biodiversity and goodness resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p>		
Lynsey Banks				S402- New Spitalfields Market	Yes	No	Yes	The tall towers proposed (and the huge population increase this will bring to the area) will destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. I have enjoyed seeing the area and watching wildlife, including the above mentioned and this had a very positive impact on my own mental health and wellbeing during the pandemic, and I'm sure it helped for many others. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. These tower blocks would devastate the open space and biodiversity of the area making the plan completely unsound and I object to these proposals.	Naturally there is a drive toward rewilding, the government and local councils acknowledge the importance of this across the country. The main modification I suggest is that the site be returned to marshland. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.		-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The IFR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>		
Julian Cheyne				S402- New Spitalfields Market	No Response	No	No Response	I am writing as a member of Save Lea Marshes, a local open space campaigner seeking to protect the Marshes. I have already attended consultations with Waltham Forest on this site as a representative of Save Lea Marshes. The Site Allocation is unsound for the following reasons 1. Flooding risk We are constantly warned of the danger of building on floodplain, yet we continue to do it. Local authorities like Waltham Forest are declaring Climate Emergencies. What does this mean, or should it mean, for a site like New Spitalfields? If declaring a Climate Emergency means anything how can a local authority like Waltham Forest build a massive housing development on a floodplain? This is most definitely floodplain and layout is considered an "actual flood risk. New Spitalfields is right in the Lea Valley floodplain. In its 2013 Local Flood Risk Management Strategy document Waltham Forest states: Management Strategy Summary of Flood Risk Management Strategy Summary 1.3 The rise in extreme weather conditions, the presence of existing buildings in areas of flood risk, and limited public funding, means that we cannot stop all flood incidents happening in the borough. Waltham Forest seem to be adopting a fatalistic attitude towards flooding. If they recognise they cannot stop flooding better surely not to add new sites to those it already believes it cannot protect.	1. Modification: Site allocation as open space and wetland "return to Marsh The best use of New Spitalfields is to return to marshland and open space. In this form it can serve as a reservoir for absorbing flood water. This is an important economic as well as environmental benefit. Should a serious flood occur in the Lea Valley, and this possibility has to be taken seriously, protection of the surrounding area is an important matter and this site, if developed with this in mind, would be used most sensibly as wetland to help absorb floodwater. This would also be an important ecological site complementing the rest of the Marshes. To return it to nature with the purpose of treating as a wetland would return it to its original state. As open space and wetland this site would also be useful for people to enjoy for recreation. The social, physical and mental health benefits and resulting economic benefits and savings of green open space are well established. New reports continually attest to these benefits and need to be taken seriously when planning for the future in a time of increasing climate stress and danger. South Waltham Forest is a deprived and crowded part of the Borough. Green open spaces are of even greater importance for such parts of the Borough. Land in such a critical location needs to be used with care. The Marshes are an amenity for a wide area, not just the immediate locality. The Lea Valley is not only a place for people to enjoy, it also helps reduce air pollution for this part of North and East London. Not for nothing it is known as the Green Lung. Building more housing, with its attached harms, on such an important site will also have very serious negative impacts on this beneficial environment.	No	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site. The Council considers that the application of the approach set out in Policy 93 addresses all concerns raised by the Environment Agency and has been endorsed in writing in their letter of 23 January 2023 submitted in response to the MMS Stage 2. As with the RPP, the application of a sequential, risk-based approach to the location of development ensures that development does not occur in flood zone 3b. Paragraphs 154 and 155 are directly reflected in the wording of part C and D of the policy. It is considered that the wording of C. Requiring site-specific FRA to provide sufficient detail to assess the risk of flooding, is, arising from, development proposals from a source, considering flood risk now and in the future means the proposed addition is not necessary. Greenfield run-off rate is explained in detail in the supporting text proposed in MMS79. No further modifications are considered necessary.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p>		

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No Spunkie				S402- New Spitalfields Market	No	No	No	<p>I have no evidence the plan "Responds to the sensitive context of the Hackney Marsh nor is it clear how it will "Provide a new significant green public park with an ecological focus that is not created within the pandemic's shadow of the site boundary"</p> <p>I The actions claim to "improve the local habitat, again there is no evidence how it plans to do this. In fact during the lengthy construction period the River Lee habitat will be seriously disrupted."</p> <p>London Assembly is committed to tackling the climate emergency. "One of the actions is to "Make London Greener saying</p> <p>"The pandemic highlighted how important nature is for Londoners' health and wellbeing. We're committed to giving all Londoners access to green space within 10 minutes of where they live.</p> <p>"Green spaces and trees are also crucial in our fight against climate change. They help keep our city cool and tackle flood risk by absorbing rainwater. Trees also help clean the air and absorb carbon dioxide from the atmosphere. That's why we've planted a record 340,000 trees in London since 2020.</p> <p><a href="https://www.london.gov.uk/what-we-do/environment/climate-change/what-major-going-tackle-climate-change">https://www.london.gov.uk/what-we-do/environment/climate-change/what-major-going-tackle-climate-change</a></p> <p>"This proposal directly contravenes the London Assembly's aim.</p>	<p>In the interest of biodiversity and keeping areas of London green I suggest that the site be returned to marshland.</p> <p>The increasing use of Hackney Marshes during the pandemic showed what a vital resource the site is for local and visitors alike offering a feeling of escape, being in a wider type of nature than a traditional park. Starting at over 1000 people per hectare, overcrowding the marshes will seriously undermine the feeling of having an escape from the city.</p> <p>In addition, Londoners' population is dropping - is there any evidence this scheme is financially viable or even needed?"</p> <p><a href="https://www.theguardian.com/uk-news/2021/jan/07/london-population-declines-first-time-since-1980s-report-covid-home-working">https://www.theguardian.com/uk-news/2021/jan/07/london-population-declines-first-time-since-1980s-report-covid-home-working</a></p>	No	-	<p>The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and "corridors," wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p>
Jale Crocand				S402- New Spitalfields Market	Yes	No	Yes	<p>I object to the plans at S402- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and local health. The benefits that green marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced health outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (locally significant industrial site) with good road (A32) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.</p>	No	-	<p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Laura Gowing				S402- New Spitalfields Market	Yes	No	Yes	<p>I object to the plans at S402- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces, rightly reflecting the importance of open green space and biodiversity for our mental and physical health. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>Reduce height significantly or return back to marshes</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Alice Barn				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "maximise access to Epping Forest and "integrate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that has been destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area around the River Lee. It is therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as R, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that has already been lost. The figures quoted for population increase in line with pro-pandemic and pre-pandemic statistics, which while understated are the official figures, it's clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or reduce conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 01 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits. In the comments that outweigh flood risk and that flood risk can be successfully mitigated against for the Meeting of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Rebecca Stewart				SAC2- New Spitalfields Market	Yes	No	Yes		I object to the plans at SAC2- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watlington Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during Covid but for the last 20 years and longer. Continuing good mental health and wellbeing has a direct impact on the NHS as it is the best pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy this. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and local health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watlington Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	-		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Janet Donaldson				SAC2- New Spitalfields Market	Yes	No			Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. Efforts are made to mitigate urban effects to ensure no adverse effect on the Epping Forest SAC. The Marshes should also be protected and not used to support intensive development. Protecting Epping Forest SAC is driven by legislation, why the same approach not taken towards the marshes. Also it is found to build on marsh area going rising water levels- worst flooding will be a risk. Therefore object to the proposed plans for site SAC2, as building over 2,760 homes, with a projected population increase of 6000-6000 people, on a known floodplain is unsound. New Spitalfields Market will put high population pressure on the surrounding marshland, with 2,760 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic cars. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area sites. The proposed site is a vulnerable river environment, with the factory site of the Old River site being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Watlington Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. These plans will lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as is, as a light industrial site. Watlington Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green spaces, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification. The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and local health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as is, as a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Watlington Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Nigel Godfrey				SAC2- New Spitalfields Market	No Response	No	No Response		It's out of scale and will damage the local area. Hackney Marshes are a unique resource and environment in London. You are taking an area the size of East Village and trying to build the same number of homes on it. The Stratford masterplan, to which this should be related even though the planning authority is different due to the location of the borough boundary, is building higher density as you move away from the high speed railway line. This site should fit in with that approach. There are no other tall towers nearby, other than one on Bulbfield Road, c. 15 stores which already looks ugly and out of place. Proceeding with such a high density development will be creating a ghetto for the future.	Max of four stories per building.	No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).
Jane Third				SAC2- New Spitalfields Market	No	No	No		The marshes are an essential place for people in the surrounding built up areas to connect with nature, and filling the skyline with apartment blocks would devastate this resource.		No		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Frances Dismore				S402- New Spitalfields Market	No	No	No	The proposed development of the site is unsound for the following reasons: The site is floodplain in the projection of both risk of river and tidal flooding very likely given the disruption to weather systems due to climate change the additional number of people and their settlements in the planned 2,250 homes with bridge access to the Hackney Marshes will create substantial detrimental disturbance to the wildlife using the Site of Importance for Nature Conservation (SINC) the wooded area along the River Lea and the river itself a habitat the nearby Huxford Road over storm overflow, forms by CRC O&R, spilled 28 times for a total of 373 hours in 2020; the tall buildings will contribute significant light pollution too. The best tall buildings, of 18 to 30 storeys, proposed will reduce the sense of openness of the Marshes MGL. The Draft Skyline Document notes sensibilities of the river and marshes but highlights the site as 'gateway to the borough and only considers views of, not from, the Marshes.	Option 1: Return the site to marshland in light of flood risk or, in substantial part develop flood protection for neighbouring infrastructure, enhancing on-site greenery and biodiversity including flagging the covered river. Create sustainable urban drainage to reduce average water quality and improve water quality of the London Lower Lea Catchment (e.g. further improving habitat for local wildlife such as four UKCI red listed eels, Anguilla anguilla). Option 2: Leave the site as is, as a low-rise, light industrial site which is compatible with Open Land. Waltham Forest needs employment sites - this is already a locally significant industrial site with no residential neighbours, with good road connections (A12) and potential to create an on-site goods railway link. However segment the site with flood protection and S405 beneficial to biodiversity, the wider area and the Lower Lea Catchment as per Option 1.		Transparency is important for residents to witness who is leading our natural heritage. MGL, undermining the designated protection afforded our green and blue spaces and endangering our public health and climate resilience so that we can hold them to account.	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Aina				S402- New Spitalfields Market	Yes	No	No	The plan are going to threaten biodiversity in an area that is already overpopulated and over used. The pandemic has taught us about the importance of communal green spaces and the new developments will be reducing the green spaces we so desperately need to protect in our communities. I appreciate there is an urgent need for social housing but there is also an urgent need to maintain our green spaces. The new developments would bring in 5000 to 6000 new people to an already overpopulated area.	-	Yes	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Through the evidence published in the Character Intermittency Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of uses. Variations are considered when they can be justified based on a number of factors including the location, area characteristics, design constraints, scheme viability and end-user affordability.
Tessa Crichton-Miller				S402- New Spitalfields Market	No	Response	No	I believe this development is unsound due to being so close to Hedney Marshes which is such an important green space and vital to preserve to sense of openness. This is done by protecting Epping Forest and I think Hedney Marshes deserves the same protection. It is a vital resource to help people's health and well-being and I'm worried this development will impact on the health of this space and ruin the feeling of openness and nature.	I suggest that the site be returned to marshland in light of the clear benefits open space has on our mental, physical and social health. Also building such a lot of new infrastructure on flood plain I think is foolish and unwise with the risks of climate change.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area are within the identified Sites of Special Scientific Interest (SSSI). Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA), will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Larissa Lockwood				S402- New Spitalfields Market	Yes	No	Yes	Flood management, biodiversity, human health and well-being, temperature control, air pollution, green spaces are essential and we wish housing more people than helping by building on such spaces. Waltham Forest Council rightly acknowledges that access to green spaces particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, development must be designed to 'minimise access to Epping Forest and 'mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given legislation, there is no reason why the same approach cannot be taken towards the marshes.  I object to the plans at S402- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the rest of it past-lead pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people in the number of parks, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly claim, then the development should be refused. Furthermore, some plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (locally significant industrial site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.  The modifications I suggest to ensure that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest keeping the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (locally significant industrial site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	Yes	Most people don't even know about their planned developments and they are going to undermine their health and wellbeing and possibly flood their homes and livelihoods.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	

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Charlie				S402 - New Spitalfields Market	Yes	No	Yes		We need a stronger approach to protecting the marshes (Hickney and Walthamstow) and it seems as though there is an inconsistency in the council's approach towards the protection of key nature conservation sites in the borough. Epping Forest and the Marshes, which is slowly being creeping development appear from different sides. Local can no longer sit in the marshes without seeing tower blocks appearing on the edges in every direction and the impact upon nature wildlife and local citizens is enormous. These green spaces should be protected from increasing high rise development in particular, to preserve this vital resource as it is for future generations of Londoners.	More attention to people's wishes in relation to their own communities. People don't just want more development especially with high rises, to reduce and mostly low rise residential areas and industrial areas. Lower rise developments should be prioritised, which cannot be seen from all angles and dominate over the only natural green spaces we have in this area. The marshes should be a place of refuge and are a vital resource for local people who use them. With developments appearing from every side, the number of people has increased exponentially and the impact this has on wildlife and local infrastructure is enormous. More consistency in approach towards conservation of green spaces across the borough, i.e. Epping and Marshes.		-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainable benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Marion O'Brien				S402 - New Spitalfields Market	Yes	No			There is an inconsistency in the council's approach towards the protection of key nature conservation sites in the borough. Epping Forest and the Marshes, where creeping development (some on flood plains) is appearing from different sides. This will have a negative impact on nature and local citizens. These green spaces should be protected from increasing high rise developments and preserved as the vital resource they are.	More attention to people's wishes in relation to their own communities, protecting the health of buildings in the Borough, providing social and truly affordable housing. The marshes should be a place of refuge and are a vital resource for local people who use them and should be preserved.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainable benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Amy Balle				S402 - New Spitalfields Market	Yes	No	Yes		The tall building suggested at S402 - New Spitalfields Market will put huge population pressure on the surrounding marshland, with 2,700 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will turn increase congestion, air, noise and light pollution on the vulnerable marshland and if it sits on. The proposed site is a vulnerable river environment, with the backing side of the Old River Lea being a Site of Importance for Nature Conservation (SINAC), yet there is no adequate mention of this conservation status in the proposal as it is around the Epping Forest area. This site is a site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINAC that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unsound.	This relationship between people and green spaces should be considered across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of development or nearby Marshes can, then the development should be re-visited. I suggest that this site be returned to marshland land in protection of conservation status as an SINAC. Failing that, the site should be left as is, as a low rise locally Significant Industrial Site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	No	Because it's essential that the users of the marshes are heard and included in this	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and content of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainable benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The HR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA-C)
Millie Rich				S402 - New Spitalfields Market	No	Response	No		I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a source for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open spaces of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS. It puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy this. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers at along the east side of the Marshes. This refers to bringing forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites, this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required to some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
											No		

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Ellie Snowden	SA02- New Spitalfields Market				Yes	No	Yes		I object to the plans at SA02- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers at along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devalue the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of tower block-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	-		The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Killian Strong	SA02- New Spitalfields Market				Yes	No	Yes		I object to the plans at SA02- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers at along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devalue the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of tower block-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	No		Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Alex Jones	SA02- New Spitalfields Market				Yes	No	Yes		Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. I have two different approaches to the protection of green open spaces in the borough's unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. The proposed site SA02- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more adverse weather, river and tidal seas that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. I therefore object to the proposed plans for site SA02, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification. I would suggest that the site be returned to marshland in light of the flood risks this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Camilla Wilson	SA02- New Spitalfields Market				No				Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. I have two different approaches to the protection of green open spaces in the borough's unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Jacqui Lewis				S402- New Spitalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.</p>	No	I selected other as my gender is not the point. My sex is female.	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Ute Kreyman				S402- New Spitalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. New Spitalfields Market is also located on a known flood plain.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
-				S402- New Spitalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>As well as the significant impact on the mental health and wellbeing potential of the local community of open green spaces, the proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.</p>	<p>This relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.</p>	No		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Franciska Grubbe				S402- New Spitalfields Market	Yes	No	Yes	<p>Access to green open spaces has proved to be vital during the pandemic, and the marshes have seen an increase in visitors coming to enjoy the quiet, calm and revitalising space. We need to preserve this for many more to visit in the future.</p> <p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>Further, the proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.</p>	<p>I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.</p>	No		<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S402- New Spitalfields Market	Yes	No	Yes	The plan is inconsistent with requirements for building around Epping Forest. Just as Epping Forest cannot have high-density and tall building built around it, neither should Hainey Marshes.	Only very low density housing should be considered on the site. Otherwise it should be incorporated into Hainey Marshes as additional green space, or converted into public services, light commercial, or small business workshops.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Nicholas Rogers				S402- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound, while protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A22) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Nicola Petto				S402- New Spitalfields Market	Yes	No	Yes	The size and scale (set out in the indicative development capacity) is not in keeping with the local area which includes the open green spaces and nature reserves of Hainey and Waltham Marshes which neighbour the site. Development of this size and scale would threaten, rather than enhance, the special character of the local area which is a haven for wildlife and an important open space for Londoners to enjoy nature.	The development opportunity should be scaled back with fewer units and without 'opportunities for height'.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Nina Sprange				S402- New Spitalfields Market	No	No	No	The plans are unsound as they intend on infringing on green space used unilaterally by the public, improving not only the borough's biodiversity, but the well-being of its residents.	Protecting more of the green space and adding more affordable housing for the plans.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The local plan policy Biodiversity and Goodiversity will seek to protect and enhance biodiversity and goodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.

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Caroline Day				S403- New Spitalfields Market	No	No	Yes	<p>The Local Plan for the New Spitalfields site is unsound. The proposed 2,750 homes will constitute a massive population pressure on East Marsh, North and South Marsh of Redcross Marshes, both the current population, there is already unsustainable use and a damaging impact upon the sensitive river area, a Site of Importance for Nature Conservation. This reached a peak during lockdown, resulting in a large amount of anti-social behaviour, rubbish in polluted waters, a massive litter problem and erosion of the river banks. The population of Redcross Marshes and small mammals suffered as a result. Hackney Council sustained a huge financial burden cleaning and attempting to manage the area. To add such a population directly adjacent to the marshes would not be ecologically sound, regardless of attempted mitigation. Adding a bridge over the River Lee will entail construction on a sensitive river habitat and will encourage further damaging recreational use of the area. Tall buildings of 18 - 30 storeys will reduce sense of openness of Marshes. The sense of openness of the marshes has already been impacted by high-rise development at Stratford. However, tall towers directly next to the marshes will undermine the sense of openness, a protected characteristic of MOL.</p> <p>The site is 500% in Flood Zone 2. There are 3 recorded flood events within 150m of the site. Between this site and S415, there is a significant risk of hazard from flooding. The threat of extreme weather events is increasing exponentially and estimates provided are therefore conservative. With the River Lee flowing along the west of the site, and the Daguerre Block being converted beneath the site, the risk of river flooding must be seriously considered with a precautionary approach taken. The proposed use for the site includes residential uses which are defined as 'More Vulnerable' - More vulnerable development is currently permitted in Flood Zone 2, and the Exception Test is not required. However, given the risk of flooding from the River Lee to the wider area and to the site itself in the future as a result of the impacts of climate change, it is important to consider how resilient the development is to such events. The site is currently a brownfield site with no green spaces. Overdevelopment with tall housing blocks reduces openness and brings too many people to the area which it cannot support. Flood risk means should be kept open.</p>	<p>This land should be returned to marshland; this has the following advantages over what is currently proposed: it will highly comply with the duty to protect the characteristics of Metropolitan Open Land; it will increase climate resilience and reduce flood risk, at a critical time, rather than contribute to additional flood risk in a more vulnerable location. The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. Marshes are adjacent to the proposed development and cannot sustainably absorb the impacts of the development, therefore the development should be completely reformed and replaced with an alternative which is superior in all aspects.</p>	Yes	<p>More detail may be required, with emerging evidence and new documents being considered.</p>	<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>
Georgia Turnbull				S403- New Spitalfields Market	No	No	No	<p>Residential development is currently permitted in Flood Zone 2, and the Exception Test is not required. However, given the risk of flooding from the River Lee to the wider area and to the site itself in the future as a result of the impacts of climate change, it is important to consider how resilient the development is to such events. The site is currently a brownfield site with no green spaces. Overdevelopment with tall housing blocks reduces openness and brings too many people to the area which it cannot support. Flood risk means should be kept open.</p>		Yes	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Felicity Jones				S403- New Spitalfields Market	Yes	No	Yes	<p>I think the plan is unsound as it will put huge strain on local biodiversity and wildlife. The number of people going to the market will increase. It will totally ruin the sense of openness of the marshes which are a haven for local people. Having access to such places (which are so rare in London) has a massive positive effect on mental wellbeing that will be lost. The tower blocks will create an eye and add extra congestion of people, vehicles, pollution, noise and light to a sensitive area. I am also below the area of flood plains. Surely building with tall housing blocks reduces openness and brings too many people to the area which it cannot support. Flood risk means should be kept open.</p>	<p>I would like to see the site returned to marshland for the community and local wildlife to enjoy. Having such places increases peoples mental wellbeing and therefore takes pressure from the NHS. Having access to such places has proven to lower crime and help people recover from illness more quickly. We have certainly felt these positive effects for the last 30 years and especially during lockdown. The site as marshland has the potential to absorb rising levels of water (its estimated that I see about 1,000 gallons of water a year) and protect other areas of the borough from flooding. It also provides a place for wildlife which is unique and should be valued. Finally, I suggest the site is left as it, as a high industrial site where the risk of large loss of human life and property in the event of flooding is reduced.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p>
Maria Hoone				S403- New Spitalfields Market	No	No	No	<p>Because the ecosystem of the marshes will be ruined, it will negatively affect peoples mental health when their green space is taken over by shadows from tower blocks. The marshes are for nature, not for tower blocks.</p>	Don't build there.	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p>

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Alex Birtles				SAG2- New Spitalfields Market	Yes	No	Yes	I think the plan is unsound as it includes very high tower blocks next to green open spaces which will reduce the openness of the green spaces. The plan suggests that a significant amount of open space will be lost. Obviously affordable housing is important but open green spaces are critical for people living in the area for their physical, mental health and well being. Are the proposed tower blocks to be for 100% affordable housing. It is even desirable to have residents living in such high buildings. Reducing openness to open spaces and increasing the number of people who would benefit from the open spaces also seems to be squeezing the space even more. This will inevitably have a detrimental effect on the biodiversity of the marshes. This something that is critical to protect as well. Increasing open green areas are a priority for the council but should all be managed with a common approach. The marshes should be protected by legislation in the same way as Epping Forest to be protected. This plan includes 50 storey tower blocks that will be detrimental to maintaining the openness of the marshes for local residents. The height of the tower blocks will in all likelihood be detrimental to the residents living in them. The south of the borough is more economically deprived and reducing green open spaces is likely to have a direct impact on residents' health which in turn will impact on already stretched NHS resources.	In my view I think the modification re this plan would be to return the site to marshland as the benefits to local residents having an open green space to enjoy will help people maintain healthy, well-balanced lives in turn protecting NHS and other council services from additional pressures. It will also protect and maintain the biodiversity of the marshes which is highly important in the context of protecting the environment. The area is a flood plain and there is no accurate quantifying the damage the proposed plan might have on the area in the coming years. Failing that I would argue that the area be used for new and innovative employment sites. The residents in the area would benefit from increased job opportunities. Local transport routes are already in place which would support this option.		I am responding as I lived locally in Greenwich from 1976/1980 I also used to teach in Tower Hamlets. I have known the Hackney Marshes for many years and feel strongly about protecting them.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure will be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				SAG2- New Spitalfields Market	No	No	No	You are cramming too many people into the borough just to get council tax and making it impossible for the long term residents to live a normal life. The borough is dirty, over polluted and governed by a council worthy of either in its attitude the attitudes and comments CDOB for all that it does to residents. LISTEN	We need sports facilities and green spaces AND A BETTER COUNCIL.	No	-	Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to generate the highest level of provision of playing pitches.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Tasha Staine				SAG2- New Spitalfields Market	Yes	No	Yes	I consider the plans for SAG2- New Spitalfields Market to be unsound as the development of high rise buildings overlooking the East Marshes and the River Lea would completely destroy the sense of open green space and make the marsh feel enclosed in and destroy the beautiful, expansive open sky that I enjoy on my regular walks around the perimeter of East Marshes and blue skies on the river path in the main marshes. It will force the area into shade. Live in ED where the ever increasing number of multi storey and high rise buildings makes the area feel enclosed. It's HEALTHY value being able to walk over to East Marshes and enjoy the open space.  Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS and puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a high industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs the employment sites, this is already a low rise employment site (locally significant industrial site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Alexis Casan				SAG2- New Spitalfields Market	Yes	No	Yes	Clause 3.9.10 of The London Plan 2021 states "The list of impacts of tall buildings in Policy D9 Tall Buildings is not exhaustive and other impacts may need to be taken into consideration. For example, the impact of new tall buildings in proximity to waterbodies supporting notable bird species upon the birds' flight times may need to be considered. The East River Basin Water Works, the Walthamstow and Hackney Marshes and the River Lea are known for supporting notable bird species which may be affected by the new tall buildings. These are some of the notable bird species present in the local conservation areas which are also included in the BTO 'Birds of Conservation Concern 3' publication: Common Sandpiper, Green Sandpiper, Wood Sandpiper, Pochard, Gadwall, Shoveler, Wiltow Warbler, Linnet, Song Thrush, Reed Bunting (source: <a href="https://nonbirdindex.fandem.com/wiki/Waterworks_MR">https://nonbirdindex.fandem.com/wiki/Waterworks_MR</a> and <a href="https://en.wikipedia.org/wiki/Non-bird_index/water_valley_region_park">https://en.wikipedia.org/wiki/Non-bird_index/water_valley_region_park</a> ). Therefore I find the SAG2 New Spitalfields Market plan unsound.	Alternative sites should be sought for building residential towers, away from areas and water bodies known for supporting notable bird species.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).
					No					No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Abigail Woodman				S402- New Spitalfields Market	Yes	No	Yes	<p>I welcome Waltham Forest Council's commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that proposed developments in Leyton and the Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.</p> <p>Furthermore, the habitats of the marshes "Walthamstow Marsh (ss 550), Leppin Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of parks and an increase in lighting and so on. If existing Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p> <p>While Waltham Forest Council has declared a climate emergency, its actions are not aligned with the serious consequences of climate change and biodiversity collapse and this site demonstrates this well. For example, during the numerous consultations about this site, local people argued that the area to the north of the site, which is presently inaccessible and therefore a home to nature, should be retained and enhanced as a haven for nature. The argument seemed to gain traction amongst Council representatives, but this current iteration of the site plan pushes development and connectivity into a currently wild area. It is unsound to argue for the environment at a policy level, but encourage development that destroys nature in practice.</p>	<p>This site is flood plain and, if New Spitalfields Market moves, it should ideally return to marshland. Not only is it unsound to build homes on a flood plain, the area, including the new residents in the new tower blocks being built, would benefit from more green spaces; the first floodplain in 2025, demonstrates the huge pressure on existing open spaces nearby and nature suffered as a result. At the very least, however, the site should continue as a site for employment, with flood mitigation and habitat protection built into the new design.</p>	Yes	-	<p>The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>
Clare Taylor				S402- New Spitalfields Market	Yes	No	Yes	<p>The old River Lea is a rare urban site of importance for nature conservation; the proposed bridge would allow access from a major development, including nesting kingfishers and other birds and risk general deterioration to the habitat.</p> <p>The height of the development is inappropriate for the situation; currently that view from the marshes is of wooded area with nothing rising above it. The site is a floodplain and the risk of flooding from severe weather events is set to increase.</p>	<p>Retain the site as low rise light industrial buildings, with no access to the river. This would retain the current level of protection to the ecology of the river bank, retain the current habitat and view across from Hackney Marshes and be able to provide much needed local employment.</p> <p>Avoiding substantial development on a floodplain is sound sense.</p>	Yes	-	<p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>
Jack Barnett				S402- New Spitalfields Market	Yes	No	Yes	<p>The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes on primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest having the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (locally significant industrial site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	No	-	<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Amy Birtles				S402- New Spitalfields Market	Yes	No	Yes	<p>I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2500 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. I know many, many people who attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that, by encroaching the surrounding green spaces and devastating key wildlife corridors. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I fundamentally object to these proposals.</p>	<p>I would suggest these modifications: 1) that the site be returned to marshland in light of the flood risk this site is under, especially with the predicted changes that will occur in the coming years with climate change. Failing this, I suggest 2) leave the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.</p>	No	Absolutely, so the voices of the local community can be heard.	<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The HRPA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>

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Amy Bertles				S402- New Spitalfields Market	Yes	No	Yes	I object to the plans at S402- New Spitalfields Market. The large number of new housing units and tall towers proposed will completely destroy the sense of open green space that the Marshes have. I live in a weekly community group for mental health on the marshes and the sense of open space on them is so important to good mental health for so many people. It would harm them to lose this space. I suggest that the council should consider that Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I fundamentally object to these proposals.	would suggest these modifications: 1) that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. Failing this, I suggest 2) leave the site as is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.		Absolutely, so the voices of the local community can be heard.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).
Adam Cochrane				S402- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Peter Carroll				S402- New Spitalfields Market	No	No	No	Needs to enhance greenspace in marshes	Needs to enhance greenspace in marshes	No	-	The Council is committed to ensuring the protection and enhancement of its green space both inside the Epping Forest and the Lee Valley Regional Park and other green spaces that are within the borough boundary. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  In order to achieve this, the Council has developed a Sustainable Alternative Natural Green Spaces Strategy (SANGS) in order to provide residents with alternative green spaces to use to help alleviate recreational and air quality pressures specifically in Epping Forest. Development coming forward in the borough will also have to make payments towards the Epping Forest Strategic Access Management and Monitoring Strategy (SAMMS), funds from which will be used to deliver projects which help to secure the long term future viability of the Epping Forest Special Area of Conservation.
Monica Presti				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This will also mean that the risk of large loss of human life and property in the event of flooding is reduced.	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, the Local Plan policies have been prepared to ensure that at sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
Luke Twomey				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, the Local Plan policies have been prepared to ensure that at sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
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Isidora Alampart				S402- New Spitalfields Market	No	No	No	No	<p>1. Because a balance is needed between green areas and urban commercial developments. The council is choosing indiscriminate development of the south as determined by that area and its inhabitants that will cause the local green areas and flora substantially reduced.</p> <p>2. Could demonstrate the only way that can remain attractive during sustained prohibitions/ lockdowns is by means of allowing neighbours to access public green areas. The Marshes were a source of happiness and well being for the local neighbours.</p> <p>3. The environmental impact assessment of this development is insufficient and incomplete. There is little information on the short/med long term impact. Little to non-existent mitigation and compensation plans and how this is going to impact the risk of flood.</p> <p>4. Several reports have highlighted the risks of flood that development of smaller scale than this project can entail. Wayer table in the areas built areas near the Hackney marshes have increased drastically. In my street only, there were several incidents and insurance companies involvements called them as a problem due to many factors including the significant use of development around the Lea River. We have not seen an appropriate answer to this problem that would only exacerbate due to climate change. All these projects are not being considered under that light and how viable they will be long term and we believe the authorities are being narrow minded and driven but short term benefits (profits) neglecting the concerns of the sustainability of this long term</p>	<p>1. Reduce the scale of the project</p> <p>2. Invest in proper reports that would assess the impact of such projects in a wildlife ecosystem.</p> <p>3. Serious reports and urban planning that considers the risk of flood in the area under table has been rising already and floods were spotted already without adequate measures been taken to reduce this, projects like this one are not viable long term to become too burdensome for the weak community. Again this was not done with the level of care and will be a disaster as on these developments go ahead to move or protect all the people will be impossible</p> <p>4. Proper mitigation actions that would make up for the environmental impact of this project. As we see in this takes green spaces into more concrete but there is zero mitigation, remediation, replacement etc of the affected green areas. It is a shame that birds and trees do not pay dues because this seems a pretty rushed way for the council to raise collection but does not seem to have been properly considered long term.</p>	Yes	Because as explained there seem to be a lack of preparation and in the case of transparency everyone should be held accountable to raise their concerns and if the plan is sound I do not see why the council cannot defend its case. Transparency and knowledge are always better way to ensure things are done following protocols and in the public interest	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Harrist Smith				S402- New Spitalfields Market	Yes	No	No	No	<p>Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. We currently have a world class urban wetlands here and this would completely ruin this, drive away a lot of the wildlife and completely alter the open feeling of our neighbourhood.</p>	I believe that any buildings built next to the marshes and wetlands should not be higher than the existing low-rise industrial units.	Yes	-	<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
-				S402- New Spitalfields Market	Yes	No	Yes	No	<p>I object to the plans at S402- New Spitalfields Market. The tall towers proposed that the high population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of our local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during good but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway links to the site, with no residential neighbours. This would be a suitable modification.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by the Characterisation and Identification Study (2019).</p>
David				S402- New Spitalfields Market	No Response	No	No	No	<p>Green open spaces are very important. Particularly in the city. The Marshes is a special place, and the proposed building of the tower blocks will have a very negative impact to the sense of openness and wellness of the marshes. It is a very big development. The marshes must be protected.</p>	<p>Keep it as a light industrial site. For employment.</p> <p>Green spaces need protection from developments which will cause damage by an increased number of people</p>	-	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
Judit Kmpian				S402- New Spitalfields Market	No Response	No	No	No	<p>It does not adequately safeguard the biodiversity of Hackney Marshes nor is it sensitive as claimed. It is scandalous that in the age of climate emergency so much new carbon is planned to be emitted instead of focusing on rewilding and sustainable retrofitting of the existing building stock.</p> <p>Epping Forest and the Marshes should be protected from development equally on all sides.</p>	<p>The plans presented with their density, use and lack of safeguards to define, deliver, and validate net zero performance are contrary to the borough climate emergency declaration in 2019.</p>	-	-	<p>The local plan policy Biodiversity and Greenways will seek to protect and enhance biodiversity and greenways resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs, and tree planting which will produce biodiversity net gain on sites.</p> <p>In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC)</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S402- New Spitalfields Market	No Response	No	Yes	Unsound. I particularly object to the height and density of this plan, especially as it is close in proximity to Hackney Marshes. There is already a huge bank of extensive tall buildings which emit a huge amount of light over the marshes area and what is planned would greatly increase this. This green space is not just empty to be looked at but provides valuable diversity that we cannot afford to lose in a climate change environment. The land is a flood plain and no doubt would have been built on in the 19th century if it had been deemed suitable. Where we have the technology to build now it doesn't mean it would not have an effect on the safety of people living there or on the environment as a whole. This has been demonstrated by the flooding of Stratford (including the station) in 2021.	I would preferably like to see the land returned to marshland but this is not possible the current Market site should be retained as a site for small sustainable businesses. I would also question adding a bridge over the River Lea would not be the best thing as increased access would lead to harm to the river ecology and the land through over use and litter. This was demonstrated by "Hackney Beach" during the Covid lockdowns and not fully recovered. The financial burden to the Council and its reputation as a borough that has declared itself to mitigate Climate Change would be compromised. There is also the issue of these plans impacting on the neighbouring borough of Hackney as they are close to the border.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
				S402- New Spitalfields Market	Yes	No	Yes	Endangerment to wildlife, impact on CO2 emissions and flood resilience in the area.	Change the location of the proposed plan to avoid affecting the area.	-	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Cal Bateman				S402- New Spitalfields Market	Yes	No	Yes	I find it unsound to build large properties next to large, wild, open spaces. The beauty of the marshes is their openness, providing a much-needed rest like from the rest of the city. These developments will also increase footfall into the marshes and thereby increase damaging the biodiversity of the area.	1) undergo nature restoration and restore to marshland, to benefit the environment and reduce flood risk 2) leave site as a light industrial site	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Ben Hubbard				S402- New Spitalfields Market	No Response	No	No Response	The proposed changes dramatically alter the skyline of an invaluable green area with diverse land use and lots of wildlife. In its current state the market is hidden behind established trees and shrubbery.	To propose a much lower height of tower so as to not disturb the skyline.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Emma Kay				S402- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is un sound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. A sense of openness is what defines the marshes and why people flock to them. This sense of openness is very in tandem. The proposal will remove this sense of openness. The high rise housing proposed is not appropriate to the surroundings.	I am user of both Epping Forest and the marshes. The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites and there is opportunity to develop housing in the borough without these high rise developments. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is comparable with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Adrianna Patruszewicz				S402- New Spillfields Market	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A2) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	
Laura Jane Scott				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Annina Zheng-Hardy				S402- New Spillfields Market	Yes	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The last thing London needs is more high rises blocking and disrupting nature. I think the only modification that is required is no modification. It is perfect as it is, and honestly irresponsible on so many levels to destroy access to green space when through the pandemic we've realised just how important it is.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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Rebecca Flint				S402- New Spitalfields Market	Yes	No	No Response	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p> <p>Also where are you suggesting the New Spitalfields market move? They were already moved once, and this site is heavily used so it is not a redundant space.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Rachel Humphreys				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Sigrd Skovsall				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Rosemary Eflun				S402- New Spitalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Francesca Cook				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green space, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Alex Miller				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council correctly recognises that having access to open green spaces is essential for the physical and mental wellbeing of people. We can see the acknowledgement of this where in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough where access to the marshes is being used to support intensive development. It is just as imperative to protect the marshes as it is to protect Epping Forest. Having two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. All green spaces should be protected from developments which will cause damage. The damage from this development will undoubtedly be caused by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. The marshes certainly can't sustainably absorb the impacts of this proposed development, therefore the development MUST be refused. Additionally, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Carolina Thorbert				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green space, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Sarahah Whakay				SAC2- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Emanuela Cooper				SAC2- New Spillfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Julio Bernucci-Aranda				SAC2- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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PH O'Connor				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Beth Lawson				S402- New Spillfields Market	No	Response	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Dan Farrelly				S402- New Spillfields Market	Yes	No	Yes	<p>I don't know how this development could be considered sound. I am adamant that if the relationship between people and green space should be held consistently and with equal regard throughout the borough. Green spaces must be protected from developments that will ultimately degrade them, as the increased number of people, parts, buildings, light, noise and general pollution caused by the development would surely result in. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which would erode Marshes certainly can't, then the development should be refused. I strongly suggest that this site remains as it currently is. This would bring the borough's approach to green space into alignment. The glaring disparity in approach to Epping Forest SAC and the Marshes is inherently unsound. Or a human being and a local resident, the continuation of this development would be heartbreaking to me and many others who have requested this site over a lifetime. I simply cannot stress how much this site means to so many people and to this that it could be so adversely affected in the pursuit of more high rise, unaffordable housing, which is ultimately high profiteering and offers very little for locals, is devastating. I am pleading for this to not go ahead.</p>	<p>I don't know how this development could be considered sound. I am adamant that if the relationship between people and green space should be held consistently and with equal regard throughout the borough. Green spaces must be protected from developments that will ultimately degrade them, as the increased number of people, parts, buildings, light, noise and general pollution caused by the development would surely result in. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which would erode Marshes certainly can't, then the development should be refused. I strongly suggest that this site remains as it currently is. This would bring the borough's approach to green space into alignment. The glaring disparity in approach to Epping Forest SAC and the Marshes is inherently unsound. Or a human being and a local resident, the continuation of this development would be heartbreaking to me and many others who have requested this site over a lifetime. I simply cannot stress how much this site means to so many people and to this that it could be so adversely affected in the pursuit of more high rise, unaffordable housing, which is ultimately high profiteering and offers very little for locals, is devastating. I am pleading for this to not go ahead.</p>	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Katie Webb				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Hela Linnem				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green space, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Lydia Burke				S402- New Spillfields Market	No Response	No	No Response	<p>Waltham Forest Council rightly acknowledges that access to green space, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	Yes	To make sure my objections are really addressed.	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Daisy Hutchinson				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Daisy Hutchinson				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Kai Pearson				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p> <p>In my own experience with this place, I used to come here during the first lockdown - it was a difficult time mentally, but being able to come to these wide open spaces reminded me that I didn't need to feel crushed by the weight of the city surrounding me. We need to be able to work with what already exists and find the value in such spaces, not paving the way for something which impact is ambiguous and may not be a fair trade-off. In the end, what will be left?</p>	<p>would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site is marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 1,200 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Bas Hatley				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Vericus Bello				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Peter Mills				S402- New Spillfields Market	No	Response	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Rachel Tan				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Lulia				S402- New Spillfields Market	Yes	No	Yes	<p>The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly so in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest keeping the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green spaces and biodiversity. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Eggi Gungor				S402- New Spillfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Lakely Mackinnon				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites, this is already a low rise employment site with good road connections with the potential to create goods railway link to the site and with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Michael Dwoeth				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Angelos Angelidis				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Roy Crawford				S402- New Spillfields Market	No Response	No	No Response	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of paths, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Veronica Pags				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Sahn Law				S402- New Spillfields Market		No		<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	lot of corruption (Claire Capfitt) got to keep an eye on 'your dirty deeds' :-)	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Mr Andrew Gilham				S402- New Spillfields Market		No		<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	Yes	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
David O'Donnell				S402- New Spillfields Market	Yes	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Hope Lawin				S402- New Spillfields Market		No		<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Helen Groves				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Ella Stone				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Jai Morrison				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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Elisabete Paulsuke				SAC2- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough; developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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Louise Stern				SAC2- New Spillfields Market		No					
				SAC2- New Spillfields Market		No			No		
Hanriet Collins				SAC2- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough; developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. I consider it essential to preserve the marshes both for the community itself but also existing wildlife, and as an essential green space.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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Liz Bloor				S402- New Spillfields Market	No	No	Waltham Forest Council rightly acknowledges that access to green space, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	
Katie Hammond				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green space, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Alex Lavery				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces for open green spaces, and of the utmost importance for physical, mental health and wellbeing. In the north of our borough, developments should be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Daniela Trachova				S402- New Spillfields Market	No	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Emily Hutchinson				S402- New Spillfields Market	No Response	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Mary Fagan				S402- New Spalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Jonathan McHugh				S402- New Spalfields Market		No		<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Man Han Luk				S402- New Spalfields Market	Yes	No	Yes	<p>Waltham Forest Council appropriately recognises that admittance to green spaces, especially open green spaces, is fundamental for physical and emotional well-being and prosperity in the north of the district. Recommendations should be intended to limit admittance to Epping Forest and "moderate for metropolitan impacts to guarantee no antagonistic impact on the Epping Forest SAC" be that in the north or in the south of the district, admittance to the swamps is being utilised to help serious turn of events. Securing Epping Forest is fundamental, however it is likewise fundamental to protect the marshes. To have two unique areas to deal with the assurance of green open spaces in the district is unsound. While securing Epping Forest SAC is driven by legislation, there is not a really obvious explanation for why a similar methodology can't be taken towards the marshes.</p>	<p>The changes I propose are that the site be gotten back to marshland, considering the unmissable advantages open space has on our psychological, physical and social wellbeing. The advantages that open marshland has for the neighbourhood and more extensive local area and the resultant tension this takes off essential consideration administrators is obvious. This is especially evident in the south of the ward that is more denied, with an unmissable connection between more significant levels of lower financial status and decreased medical services results. Beyond the arrival of the site by normal methods, I recommend leaving the site for what it's worth, as a light modern site that significantly affects the transparency of the encompassing green space and biodiversity. Waltham Forest necessities work destinations - this is of course a low access business site (Locally Significant Industrial Site) with great street (A12) associations with the possibility to make products all roads connect to the site, with no nearby neighbors. This would be an appropriate alteration.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Sheila Ebbett				S402- New Spalfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Leanne Davies				S402- New Spalfields Market	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Maja Sankiewicz-Lee				S402- New Spalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Mary Ruddy				S402- New Spalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Naoko Takahashi				S402- New Spalfields Market	Yes	No	Yes	Waltham Forest Council acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes for environment and wildlife. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Jack Foord-Williams				S402- New Spalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Isabella Butlers				S402- New Spalfields Market	No	No	No	Waltham Forest Council is correct in their understanding that access to open green spaces is an essential factor in the mental and physical well-being of local residents. This is demonstrated well in their attempts to preserve green space in the north of the borough, minimising access to Epping Forest in an attempt to mitigate urban effects and ultimately ensure "no adverse effect on the Epping Forest SAC. Unfortunately this is not enough in the treatment of green spaces in the south of the borough. This proposal would lead to intense development in the area and ultimately a huge expense of the green spaces. The disparity in approach to Epping Forest and the marshes is completely unsound and problematic. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have this glaring difference in the approach to green spaces within the borough is unsound and extremely saddening to me as a local who has lived within walking distance from the marshes my whole life. Epping Forest SAC is protected by legislation and I see no reason why I shouldn't equally import that the marshes are protected by similar means rather than lost to capitalist development.	I am adamant that if the relationship between people and green space should be held consistently in the mental and physical well-being of the borough. Green spaces must be protected from developments that will ultimately degrade them, as the increased number of people, parts, buildings, cars, noise and general pollution caused by the development would surely result in. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which would argue Marshes certainly can't, then the development should be refused. I strongly suggest that this site remains as it currently is. This would bring the borough's approach to green spaces into alignment. The glaring disparity in approach to Epping Forest SAC and the Marshes is inherently unsound. On a human level and as a local resident, the continuation of this development would be heart-breaking to me and any other who have frequented this site over a lifetime. I simply cannot stress how much this site means to so many people and to how much that it could be so adversely affected in the pursuit of more high rise, unaffordable housing, which is ultimately legal profiteering and offers very little for locals, is devastating. I am pleading for this to not go ahead.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Ed Walker				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Rain Parcey				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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Will Millard				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Kyveli Vahakis				S402- New Spillfields Market	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.</p>	No	<p>The participation and negotiation process with the local community when considering such development projects is a challenging process that requires face to face engagement with the local community if the council is truly to listen and take on board the view of the local community</p>	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
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				S402- New Spillfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is a ready a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S402- New Spillfields Market	No Response	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. This is well documented and is recognised by the Council itself. In the north of the borough, Epping Forest is protected from the harmful impacts of development, the Marshes are no less important to those who live near them. The openness of the green space is of paramount importance in order to get these effects, as is the fact that the Marshes is a natural habitat and an area of huge importance for biodiversity. Engineered green spaces with a dense development are no substitute, and will in no way compensate for the loss of the sense of openness and escape from the urban environment which makes the Marshes such a valuable asset to the borough and neighbouring Hackney. It also seems foolhardy to build such a significant development on a flood plain when we have already experienced flooding across the borough and more extremes of weather are expected.	Ideally the area should be returned to marshland which could actually contribute to mitigating the effects of climate change. Feeling that the site should be retained as a low-rise industrial site providing employment. If housing development is considered essential, the scale should be much reduced - the buildings kept low to minimise the visual impact of the development on the remaining green space, with a commensurate reduction in the overall scale to reduce the impact of increased population.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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Georgia Day				S402- New Spitalfields Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they undoubtedly lead to a loss of trees all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Jane Reynolds				S402- New Spitalfields Market	Yes	No	Yes	I believe that we should protect open green spaces in the same way that open green spaces are protected in Epping Forest.		No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar Sites, or Special Protection Area (SPA), will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Iain Pettifer				S402- New Spitalfields Market	Yes	No	Yes	As a resident local to the marshes for the last 9 years, I'm glad that Waltham Forest Council acknowledge the importance of green spaces, particularly open green spaces, and I have personally found it a vital location to help with my own mental health, as well as exercising. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. It is just as essential to protect the marshes as it is Epping Forest. Two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes. The amount of homes new homes planned (2750) will put high population pressure on the marshes, while the scale of the development (58-60m high) will drastically affect the view from the marshes, it will no longer be an "open space". The scale of the construction will also significantly affect the wildlife and ecosystem.	A sensible solution would be to return this site to marshland to mitigate flood risk, especially when considering future climate change, or keep this site as a light industrial site and provide more sites for the area. Green spaces should be protected at all costs from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. The healthy marshes are a haven for many people, especially in the last few years, and this should be protected at all costs.	Yes	As a local resident I want to ensure we are not left out of the planning	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Ana Smith				S402- New Spitalfields Market	No	No	No	This Greenland is necessary for locals and citizens of London - without it there will be more pollution and noise pollution and people will not have anywhere nice to go for a walk. Green spaces are necessary.	Do not build anything over this green space.	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.
Nikki Dakin				S402- New Spitalfields Market	No Response	No	No Response	Unsound - high rise blocks next to open green space reduces the amenity value and degrades the nature and essence of the open-space landscape	Reduce heights of blocks.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
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George Arabella				S402- New Spitalfields Market	No	No	No	These are highly used spaces that are important for local residents, residents from afar (I regularly come here for my physical and mental health and wellbeing). These green spaces are ESSENTIAL for so many. We have enough housing blocks in the city. I think it is inhumane to take away our green spaces.	The relationship between people and natural green spaces and their wellbeing is unsurpassable. Please stop chasing money and put our health and natural ecosystems first.		This should not go ahead at all!	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Dairy Hutholton				S402- New Spitalfields Market	Yes	No	Yes	Argument for importance of green space on mental health:  I object to the plans at S402- New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Wattham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during good but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unimposed and I object to these proposals.  Argument for danger of construction on a floodplain:  The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. I therefore object to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unimposed.	Argument for importance of green space on mental health:  The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes of primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Wattham Forest needs employment sites. This is already a low rise employment site (locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This would be a suitable modification.  Argument for danger of construction on a floodplain:  I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.  Argument for increased population and congestion to the area:	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Jake Crossland				S402- New Spitalfields Market	Yes	No	Yes	The proposed development at S402- New Spitalfields Market will put high population pressure on the surrounding marshland, with 2,750 homes bringing an estimated 5000-6000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits on. The proposed site is a vulnerable river environment, with the Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), with there is an adequate mention of this conservation status in the proposal as it is around the Epping forest area. This use of this site to house another 5000-6000 people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution and population density, therefore I wish to object to this proposal as it is unimposed.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If green spaces near the a proposed development cannot sustainably absorb the impacts of development, in Hackney Marshes cant, then the development should be refrained. I suggest that this site be returned to marshland land to protect its conservation status as an SINC. Failing that, the site should be left as it is, as a low rise locally significant industrial site that Wattham Forest needs amenity, that has minimal impact on the vulnerable river environment it sits on.	No	-	Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.
Catherine				S402- New Spitalfields Market	No	No	No	Loss of green space, lack of amenity, threat to floodplain, destructive to wildlife	Scrap this scheme	No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy D1 - Managing Flood Risk. This ensures that development at all allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.
-				S402- New Spitalfields Market	Yes	No	Yes	I think it is unimposed as it will drastically change a haven within the city, making it feel more industrial and reducing the sense of openness. In the pandemic the marshes were a beautiful space for people to relax while feeling space. The plans also risk affecting wildlife and mental health of surrounding communities.	Either don't redevelop the site like this or massively reduce the high of the developments	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Wattham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer health care facilities that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Wattham Forest.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
Amy Bertles				S402- New Spillfields Market	No		Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, at the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I suggest that this site is kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low risk employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbour. This is compatible with open space and would be a suitable modification.	Yes	Absolutely, so the voices of the local community can be heard.	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	
Iris				S402- New Spillfields Market	Yes	No Response	Green spaces are essential to physical and mental wellbeing, as stated by the Waltham Forest Council, and must also be protected from damage from an increase in people, tall buildings, pets and lighting. I believe the Marshes should be preserved just as Epping Forest is preserved as an open green space. Waltham Forest has said it wants to protect and enhance green spaces, and the towers proposed will destroy the unique biodiversity of the Marshes. To build over these open spaces that have been so precious to our physical, mental and social wellbeing during COVID 19 and earlier would be completely unsound.	Protection of green spaces must be considered throughout the borough, meaning the Marshes should be granted the same level of protection as Epping Forest. The Marshes certainly cannot absorb the impacts of the proposed plan - which will lead to a line of tower blocks along the east side of the Marshes - and thus the plan must be refused, and the Marshes kept as it is, a light industrial site with minimal impact of the wildlife and open green space.	Yes	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	
Jennifer Seay Barnes				S402- New Spillfields Market	Yes	No	Yes	Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing across the whole borough. Waltham Forest Council are taking care to protect Epping Forest (developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC) and the same should be done for the marshes as they provide the same benefits to residents and wildlife.	Policy regarding green spaces should be consistent across the borough. Green spaces should be protected from new developments which will cause damage by an increase in the number of people, pets impacting local animal populations, lighting and the impact of tall buildings. I suggest the modification that this site be kept as it is to protect the local ecosystem.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Megan Williams				S402- New Spillfields Market	Yes	No	Yes	It is essential to protect the marshes (just as Epping Forest is being protected in the north of the borough) however instead it is set to undergo intensive development that serves to damage the health of, and access to, green open spaces	Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. These plans are also harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Planners must realise that this reduces the appeal of an area. I suggest that this site be returned to marshland to protect its conservation status as an SAC. Failing that, the site should be left as it is, as a low rise Locally Significant Industrial Site that Waltham Forest needs anyway, that has minimal impact on the vulnerable river environment it sits on.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Natalie Sloan				S402- New Spillfields Market	Yes	No	Yes	Access to open green spaces is essential for good physical and mental health as agreed by Waltham Forest Council. It is essential to protect the marshes. Once lost it cannot be recovered.	I suggest one that the site be returned to marshland, because of the benefits open spaces has on our health and the benefit of open space for the community. It is vital space for people living in the inner city of lower socio-economic status to improve their health. If it cannot be returned to marshland, I suggest leaving the site as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Rosam Kelly				S402- New Spalfelds Market	Yes	No	Yes	Access to green spaces and wild spaces is essential for local residents physical and mental health, hence to the health of the community and economy. Cutting down on green spaces is short sighted, as it will damage our wellbeing and the value of the area long term. I am a local resident who believes human life is precious, and that while nature may go on without us once we have taken the tradition of bulldozing it with plans like this to its logical conclusion, human life should be saved by halting climate crisis where reasonable.	I suggest leaving the site as is.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Alexandra Bossi				S402- New Spalfelds Market	Yes	No	Yes	Access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Hannah				S402- New Spalfelds Market	No	No	No	This Local Plan will destroy the valuable asset that is the marshes. Access to open green spaces, is essential for physical and mental health and wellbeing. Apart from increasing quality of life for everyone, this reduces pressure on the already over-stretched NHS. It is unethical, unfair and unsafe to destroy one of the only open green spaces in an impoverished area, when in the North of the borough, when residents are more wealthy, green spaces are protected.	This area is already in use as an industrial site, for which it is perfect - no residential neighbours and good access to the A12. My modification would be for it to continue in its use as an home creating jobs and industry in the area.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
-				S402- New Spalfelds Market	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a loss of forest all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Mark Lumley				S402- New Spalfelds Market	No	No	No	Encroaches on the river Lea habitat and the scale is disproportionate to the sensitive site.	Retain more green-space around and along side of the river, and make suitable habitat corridors, dramatically reduce the scale of the development and ensure all accommodation has good access to external spaces.	To review changes and comment	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
										Yes		

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Andrew Pitt				S402- New Spitalfields Market	No Response	No	No Response	The Marshes have been a sanctuary to me over the last couple of tumultuous years. Being able to go to a nearby expanse of openness with unobstructed views has been life saving. Taking this away with high-rise is totally unsound. There will no doubt be a lasting impact on the surrounding environment. There has been so much development to the south of the plan, this seems like yet another money grab rather than truly motivated by building the community in a healthy way.	Significantly reducing the height of proposed development. Preferably convert these spaces into more parkland.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Zoe Garbett				S402- New Spitalfields Market	Yes	No	Yes	The buildings are too high which will have an impact on the marshes nearby. This will affect the sense of openness. The buildings will have an impact on the biodiversity of the marshes and surrounding area through light pollution and the height of the building overshadowing the marshes. The housing proposed also isn't for those most in need. Building works are highly detrimental to the environment	#NAME?	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Paul Bolding				S402- New Spitalfields Market	No Response	No	Yes	It's inconsistent to seek to minimise access to Epping Forest in one part of the borough, as the council rightly does, and yet put forward proposals like this that will lead to over-use of the marshes. The scale and massing of these blocks is such that they would dominate an important open space and greatly reduce their amenity by imposing a feeling of enclosure and being surrounded. An important part of the enjoyment of these open spaces is to get away from the pressures of daily life and no cost to the ordinary people of London. These blocks - and those that will follow this dangerous precedent - would hugely reduce that enjoyment for all Londoners.	Return the site to marshland or greatly reduce the height and massing of any development so that it's hardly visible from the marshes. That might allow the council to do its duty to protect its status as a Site of Importance for Nature Conservation.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
MacKelline				S402- New Spitalfields Market	Yes	No	Yes	It is unsound to build such high-rise buildings around an open space. It closes it off, boxes in what is arguably the last expansive, open, semi-wild area in London.	Restricting the height of buildings to 6 floors. Make the housing affordable. Not just a portion of it.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Jack Barnett				S402- New Spitalfields Market	Yes	No	Yes	The Marshes are so important for us local residents. It's a deprived area and this area is a lifeline for us. You wouldn't be doing this in Green Park where all the potholes live, so why do it here? These proposed tower blocks and houses will completely destroy the dilute that we have. These plans are harmful as they will lead to a line of towers at along the east of the Marshes.	suggest the site is returned to marshland, for the clear benefits open green space has to the local residents' health and wellbeing. Times are hard, especially for people in this area, and we need what we can get, especially the kids.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
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				S402- New Spitalfields Market	No Response	No	No	This plan will inevitably change the nature, biodiversity and social benefits of a precious local asset - ie green space. Affordable housing is desperately needed but, as has happened with so many similar developments, there is little if any benefit for low income families in need of housing and huge profit for foreign investors.		-	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of sizes. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.
				S402- New Spitalfields Market	Yes	No	Yes	The boundaries of the marsh will be eroded by the tall towers, which will completely change the appearance and feel of the wide open spaces. The development will mean more people, more footfall, more people in the area, more traffic on the edges, more wheels - bicycles/scooters across the marshes. It will have knock on effects on the biodiversity of the area, and will cause environmental damage to wildlife and plants.	Hackney Marshes should be protected in the same way that Epping Forest is and any plans for its development should follow consistent approaches with restrictions on building and developing around Epping Forest. There are other needs for Waltham Forest which could be met through further light industrial development (with low buildings) such as the sites that already exist. This is in keeping with the areas current character.	-	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Marcia Vidal				S402- New Spitalfields Market	Yes	No	Yes	The plans to build here will totally destroy the openness of the natural area which has been so beneficial to thousands of people's mental health, especially over the past two years. Waltham Forest claims to want to protect green spaces and has just measures in place to do so with Epping Forest so to approach development over the marshes with a completely contradicting attitude is incredibly unsound	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits of open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity.	-	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Marina Palacios				S402- New Spitalfields Market	No Response	No	No	The council of Waltham Forest rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. Protecting this green space and it's biodiversity should be one of the top priorities of Waltham Forest council and it's residents. Spaces such as this have save the mental health of many citizens specially during the pandemic and the lockdowns and these proposed tower blocks and houses will completely destroy that	If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Faye Cookley				S402- New Spitalfields Market	Yes	No	Yes	If isn't appropriate to build on an open space, the area is important to the local community and access to these spaces is so beneficial for people.	Don't build them, or at least make them smaller	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.

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Richard William Harris				S403- New Spitalfields Market	No Response	No	No	The adjoining area to the marshes is extremely sensitive to any further development. It is essential to retain the openness leading up to the proposed development as it contributes to the overall wonder and effectiveness of the marshes to users. Building up to and against the protected marshes will have significant detrimental impact on the habitat and quality of experience to users enjoyment of the area.	Retain the current footprint of the market and enhance, rather than develop, the area of separation.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Tara McCormack				S403- New Spitalfields Market	Yes	No	Yes	The Hackney marshes are so important to the locals and surrounding areas, don't do this		No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
-				S403- New Spitalfields Market	No	No	No	completely unreasonable and environmentally contains no effort to reduce emissions. This is untenable and completely at odds with the government mandate to reduce emissions to net zero. The use of concrete which emits CO2 and other harmful chemicals, ground contamination and artificial plastic use has not been considered. On these grounds this development is illegal and will ruin the marshes.	**** you for trying to develop and ruin one of the few green spaces that I see in Hackney, you are supposed to be looking after people and instead you are trying to line your **** pockets, scumbags the lot of you.	No	-	In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-light. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Ramsar site.
Eliza				S403- New Spitalfields Market	No Response	No	No	I do not think the plan takes into account the users of the marshes, and families who need affordable housing.	If built, the housing should be affordable and accessible. It should also not impose on the marshes or interfere with the natural habitat that it provides. The marshes are such an important space for people and community in so many ways, as well as the diverse wildlife that it is home to therefore it is hugely important that we do not do anything to threaten this.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost-rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
Iana				S403- New Spitalfields Market	No	No	No	No high rise flats on Lea marshes	No high rise flats on Lea marshes	No	No high rise flats on Lea marshes	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  This response is noted.
										Yes		

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Susankay				S402- New Spalfelds Market	No	No	No	This will have a negative effect on wild life, high rise yet again - a blot in the landscape as at Woodberry Down. Homes in converted factories a better plan.		-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  This response is noted.
Richard Cooper				S402- New Spalfelds Market	No Response	No		Local Plan is unsound as it detract from a natural area providing fresh air and greenery. I also think it unsound to build on or near marshes. It is a natural drainage area.		-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
-				S402- New Spalfelds Market	Yes	No	Yes	The Local Plan is unsound as it limits the openness of the spaces. It would affect the fauna that lives within the Marshes and add unnecessary pressure to the transport in the area.	I would suggest to either leave the site as it currently is or to substantially reduce the height of the towers.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
David Boote				S402- New Spalfelds Market	No	No	No	The target for new homes will force the development above the height compatible with other stated objectives. It will dominate the view from Hackney Marshes.	Reduction of the target for new homes.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S402- New Spalfelds Market	No Response	No	No Response	I believe the area not suitable for high rise buildings and a more sympathetic build would be more better	this area represents an area of green that is constantly being removed and developed in outer London and the city needs green spaces for well being and health benefits	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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-				S402- New Spitalfields Market	Yes	No	No	FIRST BOX: I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as a vital resource on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	SECOND BOX: The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Taking the return of the site to natural marshland, I suggest leaving the site as it is, as a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connectors with the potential to create goods railway link to the site, with no residential neighbours. This would be a suitable modification.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sue Freestone				S402- New Spitalfields Market	No Response	No Response	No Response	I object on the grounds that the proposed development will irreversibly change the character of the landscape for the worse in terms of degrading the diversity of wildlife and nature at a time when we need to hold onto every precious scrap of nature.	-	-	-	The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Ahmed Teladia				S402- New Spitalfields Market	No Response	No	No	This is a large area of historic marshes and the construction of new flats will negatively affect the wildlife in the area	-	-	-	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
-				S402- New Spitalfields Market	No	No	No	The local ecosystem is going to be in extreme danger with these new developments and a whole area of rich history will be wiped out.	-	No	-	The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.
Melissa Safian				S402- New Spitalfields Market	Yes	No	Yes	It is essential to protect the marshes. We should be protecting green spaces across the borough, the marshes are a vital space for local residents health and wellbeing. It's also a flood plain that has the potential to absorb rising levels of water, which we will need urgently to protect the area from the impact of climate change.	I suggest returning this space to marshland. For the benefit of those in the local community.	-	complies with the reg 19 process	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
										Yes		

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Eleanor Bill				S402- New Spitalfields Market	Yes	No	Yes	The habitat of Hackney Marshes needs protection, as Epping Forest is, as it provides a vital habitat for wildlife and also flood drainage for nearby existing properties. Building there would be building on a flood plain, which is unsound.	Keep the area as a small industrial site, as it is, which has little impact on the Marshes. Or, to increase the ability of the Marshes to absorb flood water, restore it to marshland which would restore biodiversity and further protect existing surrounding properties.	-	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
-				S402- New Spitalfields Market	Yes	No	Yes		Should not be so close to canals and protected wetland area	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
S Ferguson				S402- New Spitalfields Market	Yes	No	Yes	Hackney Marshes is an essential area for people to access for mental health and wildlife which has been massively reduced in the last 40 years. These developments will help and encourage neither of the above especially wildlife. We need to be looking to increase biodiversity not decrease it.	The relationship between people and green spaces should be consistent across the borough. This development is not showing consistency. The site should either be returned to marsh lands or left as it is.	-	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
-				S402- New Spitalfields Market	No	No	No	I believe it is unsound because it has a wholly negative impact on the habitat and ecosystem of the area and has a wholly negative impact on the mental health of people who rely on the area for fresh air, exercise and open space	Do not build	-	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
-				S402- New Spitalfields Market	No Response	No	Yes	The increase in population will put pressure on Hackney Marshes - its wildlife and growth. The site is a flood plain and at risk from the river/tidal flooding.	Return the marshland in light of flood risk or leave the site as it is as light industrial site	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.

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Nicola Morrison				S402- New Spitalfields Market	Yes	No	Yes	There is an emphasis on protecting access to Epping Forest in the north of the borough but a reversal of strategy in the south of the borough. The marshes are so valuable to residents and so important for wildlife and climate change as the forest and should be protected too. Having two opposing strategies in the same borough is unsound. The proposal for building also are on a flood plain making this an unsound idea.	This area should be kept as a light industrial site - it cannot support the development it has been earmarked for. This would have less negative impact on the marshes through tall buildings, jets, people and light pollution. Due to the risk of flooding the area should be kept as light industrial (with amendments made to mitigate flooding through permeable surfaces, planting and drainage) or returned to the marshes as highly absorbent green space.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Naama Ellis				S402- New Spitalfields Market	Yes	No	Yes	I think this proposal is unsound for the following reasons:  The marshes should be protected as an open green space in the same way that Epping Forest is protected.  Waltham Forest Council has acknowledged the importance of open green spaces as essential for mental and physical health.  Designs near Epping Forest must be designed to "minimise access to Epping Forest" but near the marshes access to the marshes is being used to support development. It is unsound to have two different and contradictory approaches to open green spaces in the same borough. Epping Forest SAC is framed by legislation, why isn't the same approach being taken to the marshes?	The approach to the relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments that will cause damage through increased numbers of people and pets, plus lighting and the impact of tall buildings. I suggest the site remains as a light industrial site providing accessible employment, something Waltham Forest needs, whilst presenting minimal risk to the marshes, or alternatively is returned to marshland, given the risk of flooding on the site owing to it being a floodplain which is at increased risk of flooding as we experience more and more extreme weather.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Aaha				S402- New Spitalfields Market	Yes	No	Yes	I have been a WF resident my whole life, have lived next to and gone to school next to the Marshes. Lee Marshes is a special site for plants and wildlife, it's a haven for the local community who use it for education, recreation and for health. The proposed plans are unsound as they would significantly adversely affect the Marshes and its wildlife and landscape and in turn impacting the local communities who use it daily. This I believe would go against the wishes of Waltham Forest Council who recognise the importance of green spaces. In other areas of the borough plans next to Epping Forest are showing consideration for green spaces, I believe this should be the case for the Marshes too.	Due to the nature of the plans above, I believe the only modification in this case would be to have the site as a light industrial site. This is the only way to ensure no disturbance is made to the natural environment.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Jane Reynolds				S402- New Spitalfields Market	Yes	No	Yes	If the surroundings of Lee Valley and Hackney marshes are built around it changes the open space level and also will affect the biodiversity.	Low rise flats. Smaller development. Council affordable rent percentage increased in that.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Melanie Salisbury				S402- New Spitalfields Market	Yes	No	Yes	In the north of the borough, developments must be designed to "minimise access to Epping Forest" and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC". However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. To have two different approaches to the protection of open green spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes. Houses who have lived along the Lee River for many years are being pushed out, and pushed out under the false pretence to give more space to the rivers and take care of the natural surroundings!!	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments and the impact of tall buildings. I live next to the river Lea where I spend time out the nature of the marshes nearly everyday. It becomes a nuisance for so many over the last two years where the mental health of so many needed support. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of houses all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway link to the site, with no residential neighbours. This is compatible with open green spaces, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.

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Rosaline Smea				S402- New Spitalfields Market	No Response	No	No Response	Highly detrimental to the wildlife and green spaces of Hackney Marshes, which are essential for the mental health of so many locals.	The towers that are proposed are far too tall and will have huge implications for the green spaces of Hackney Marshes.		-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Catherine Duncan				S402- New Spitalfields Market	No Response	No	Yes	The Local Plan needs to have consideration for the users of Hackney marshes, and Walthamstow marshes, who may be residents of any bordering (or other) borough - it is a key piece of open land for many London residents! The Local Plan is unsound as its mission is based only on a criteria of identifying sites to provide housing and fit an every changing housing target, which carries a disproportionate weight, compared to maintaining a good balance of open ground and preservation of natural habitats for wildlife. The considerations are based only on the benefits for new inhabitants, with no consideration for current inhabitants. Since the site is bounded on one side by an un-crossable railway track and on the other by a river, it will inevitably use the river Lea and marshes as a backyard open space. Although the marshes are an open space, they are a wildlife preserve and SSSI, need protection from mass human recreational use. The consultation on this site needs to be considered in tandem with Hackney and Newham developments, and other developments in the Lea Valley corridor. The size and proximity of these buildings to the minimal open land that we have in the urban area will overwhelm and encroach on the open space.	The Local Plan needs to be ratified by Hackney, Newham, Haringey and local residents.	No	For transparency.	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Harrri Lee				S402- New Spitalfields Market	No Response	No	No Response	Building a significant development with high rises on the border of the marshes is inappropriate - it will reduce the natural beauty of the marshes, threaten wildlife by adding population pressure, its also on the river Lea flood plain - unlikely to build there.	Either return to marshland or leave site as is	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Eleanor Bill				S402- New Spitalfields Market	Yes	No	Yes	Will further put at risk the biodiversity of Hackney Marshes and the marshland, which is an essential flood barrier. This will risk existing surrounding properties. The site is located on a known flood plain which also puts the proposed 5000-6000 residents at risk of flooding.	Return area to marshland to aid mitigating flood risk, or leave as is to not increase flood risk.	Yes	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Marc Spicer				S402- New Spitalfields Market	Yes	No	Yes	I object to this proposal at S402 as the impact on the ease of open space on and around the marshes will be irrevocably disrupted, with a corresponding impact on the well-being of all the people who rely on the space as a source of mental and physical health, as backed up by many studies on the benefits of open outdoor green spaces in cities. Furthermore the development opens the door to continued development creep in the area, disrupting and damaging the fragile biodiversity that has long been fought for and protected by local residents.	I think the necessary modification is to further protect the site, and return it to marshland in order to improve local biodiversity, providing further green space for the well-being of Londoners and correspondingly reducing the pressure on public health services.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough, ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.

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Li Lovelys	Arvosea			S402- New Spitalfields Market	Yes	No	Yes	It will reduce the sense of openness, biodiversity and affect the space that is incredibly useful for people to use for their mental wellbeing.	The relationship between people and green spaces needs to be consistent across the borough. Green spaces should be protected from developments which will cause damage as a result of an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot, then the development should be re-located. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections, with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, offering the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Isis Vieira				S402- New Spitalfields Market	No Response	No	No Response	The Marshes are a major contributor to the mental health of me and everyone I know in the area.	That the site is kept as marshes and this plan doesn't proceed	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Hannah Pope				S402- New Spitalfields Market	No Response	No	No	It's a natural area that building companies are looking to exploit to build housing and charge premiums to live there. It won't support the local community and no local people and will destroy the natural biodiversity currently existing.	Scrap it or ensure that every home built is offered to a local resident to buy at 25% lower than the local cost of council housing on sale. That way it's really for and will benefit the local community, it still destroys a natural habitat that's thriving currently though.	No	Local people and the respective professionals like ecologists need to be heard.	This response is noted.  The local plan policy Biodiversity and Goodiversity will seek to protect and enhance biodiversity and goodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The Local Plan set out to only support proposals here they promote the creation of healthy and sustainable places and communities by supporting the delivery of high-quality environments that enable healthier, active and sustainable life styles so that are no negative effects on residents local areas.
M Murray				S402- New Spitalfields Market	No	No	No	Building on marshland is structurally unsound, does not plan for the future and is detrimental to the environment. I hardly want to mortgage a flat that may well sink in 20 years time!		Yes	This plan needs more eyes on it to be democratic	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception tests that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  This response is noted.
-				S402- New Spitalfields Market	No	No	No	the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage as a result of an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly cannot, then the development should be re-located. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, offering the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Amy Story				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	-	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Lily Loew-Meyers				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Camilla Wilson				S402- New Spitalfields Market	No			The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Bea Hatherley				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
-				S402- New Spitalfields Market	Yes	No	Yes	The proposed site S402- New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 12,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of human life and property in the event of flooding is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S402- New Spitalfields Market	No Response	No	No	This plan will ruin the sanctuary that is Walthamstow marshes, also ridding it of lots of the wildlife homed here		-	-	The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) The local plan policy Biodiversity and Goodiversity will seek to protect and enhance biodiversity and goodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
				S402- New Spitalfields Market	No Response	No	Yes	This location is a haven for nature and families, walkers, dog walkers, bird watchers, it would be a very special place in London that keeps disappearing. We go there all the time and it is an absolute necessity for London to keep its nature spaces. This is not a viable place at all for more urbanisation. This is extremely concerning and unsound.	Not to build. Leave it as it is. Its not because its nature that it needs to change or get rid of.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
				S402- New Spitalfields Market	Yes	No	Yes	The proposal is unsound because it reduces the function and openness of the Lea Marshes, which is intended to be a haven for wildlife. It may also have a negative impact of sound and light pollution.	The site should be left as it is or lower height be reduced.	No	-	The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
				S402- New Spitalfields Market	No	No	No	It ruins an outdoor space cherished and used by so many		-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. This response is noted.
				S402- New Spitalfields Market	Yes	No	Yes	Green spaces are essential for our mental health, and have given absolute solace over the last few years. By building on these green spaces, communities will be split up, less spaces to walk the dog, meet with friends or play sports with mates. It goes against everything that we NEED.	Either leave the land as it is, there is no need to disturb the biodiversity. If the building has to happen, a modification would be to decrease the height of the building and remember that affordable housing is needed for the community, not people who build & move out within a couple of years. But first and foremost, the best "modification" would be to leave the land as it is. We need the marshland.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S402- New Spitalfields Market	No Response	No	No Response	I object to the S402 plans. Considering the pandemic, we all learnt how important green space is for mental health and well being. And the marshes have been used by people to get some space and exercise more now than ever. Many people have benefited greatly from accessing the marshes, particularly those without access to a garden. We also need to consider the environment, and building large complexes is anything but good for the environment. We need trees not concrete.	Modifications I suggest, is reintroduce marshes and trees, to help absorb some of the air pollution and provide vital green space for local citizens	No	I would like to be kept informed as this proposal is so close to hobby facilities we as a family and community use on a very frequent basis.	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S402- New Spitalfields Market	No Response	No	No			Yes		

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				SAC2- New Spitalfields Market	Yes	No	Yes	Access to greenery in the marshes has been one of the few consistent pleasant escapes possible to me in the last 2 years. This kind of access to nature is very rare in London and one of the reasons that make me want to live on this side of the borough. I believe that further grand scale constructions will further denature the space. Londoners need more green space and less speculative high-rises.	Respect the importance of the marshes as a key nature site in the life of East London residents. Keeping the marshes wild is the best option. Alternatively minimize as much as possible the impact of new constructions on the identity of the marshes, one of the rare easily accessible open spaces in a busy city, leaving it as a low rise and inviting nature to flourish.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				SAC2- New Spitalfields Market	Yes	No	Yes	London needs this green space	It should be kept as it is without tall buildings	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				SAC2- New Spitalfields Market	Yes	No	Yes	The marshes need to be protected as open green space just like Epping Forest is protect. If Waltham Forest Council understand the importance of green space to all members of the community, it is unfair and unsound that they want to implement developments that mean that some members of the community, who live in the south of the borough, will have that access to green space taken away from them or limited because of the proposed developments. It is unsound to have conflicting/uneven approaches to protecting green space in the north and the south of the borough. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	I suggest that the modification be that the site is kept as it is currently. The marshes cannot sustainably handle the impact of the proposed developments, and because of this the developments should not go ahead. By keeping the site as it is, as a light industrial site, this addresses Waltham Forest's need for employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				SAC2- New Spitalfields Market	No	No	No	NO TO REDEVELOPMENT OF GREEN LAND	N/A	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				SAC2- New Spitalfields Market	No	No	No	This damages the quality of local public green space	Restrict building heights	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Megan Bailey				S402- New Spitalfields Market	No	No	No	We need to protect the green spaces and the community.	Low rises would be a better compromise.		Because the green space we love and enjoy is being compromised. We do not need sky scrapers towering above the marshes.	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
-				S402- New Spitalfields Market	No	No	No	It will destroy green spaces	To stop from going ahead	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Eliza McInerney-Carroll				S402- New Spitalfields Market	Yes	No	Yes	Throughout lockdown the marshes provided a haven for everyone in Hackney. To have that taken away from us will be very bad. In such a congested city, the marshes are an escape. It will disrupt the openness of the area and reduce biodiversity.	Make the towers much smaller or build them somewhere else	-	-	The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Niah Gaynor				S402- New Spitalfields Market	No	No	No	Not enough consultation and insufficient impact assessment on the local flora and fauna and on the local population: inequalities around access to open green space in the north part of the borough where Epping Forest is afforded greater protection than marsh land in the south which arguably has more unique flora and fauna	Lower rise accommodation might make them more sound and compliant but the risk of flooding remains a single reason not to proceed with any building that would be jeopardised in future	No	-	The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
-				S402- New Spitalfields Market	No Response	No	No	It irreversibly changes what is an important place for activities and getting close to nature. It is simply not acceptable to do this.	None.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Madda Nixon				S402- New Spitalfields Market	No Response	No	No Response	Protection of the local environment - The Hackney and Walthamstow marshes as a safe haven for wildlife should be protected and no new developments that will impact on the local biodiversity should go ahead.	-	No	-	The HIA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar) The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.

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Nina Pearman				S402- New Spitalfields Market	Yes	No	Yes	While improving access to green sites in the borough and acknowledging the positive impact they have on people's well-being is welcome there appears to be inconsistencies in the approach taken by the council in the case of Hackney Marshes when compared with Epping Forest also in the borough. The latter is protected in legislation that stipulates 'mitigation of urban effects', while the current proposals leaves the Hackney Marshes open to devastating urban effects. The detrimental impact of increased footfall in the marshes was felt during the lockdowns during the last two pandemic years and light pollution is clearly evident from the Tottenham Developments at the other end and also evident in the temporary street closures/receptor developments. Evidence in the area from other developments or temporary behavioral patterns demonstrate that the plans adversely impact the sustainability of the green spaces. Applying two different approaches to open spaces in the is unsound.	I propose a consistent approach to the protection of green spaces in the borough be applied. Limiting increase in number of people (including their pets) and ensuring lighting pollution should be a key objective to protect the green spaces. Residential towers that substantially increase density and light pollution while simultaneously destroying the experience of open space by the site's existing users. The current proposal should be reframed so as to prioritise sustainability of the green spaces and not the views that developers will use to sell the flats in their blocks. The suggested modification I propose is to retain the site as is, supporting light industry that provides necessary employment to the borough, and have a plan that provides the same protection to the marshes as given to Epping Forest.		I consider this a significant issue that will impact my quality of life and the value of my property and importantly the huge impact on my local community. I would like to be present and have the opportunity to voice my concerns and modifications.	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Mi Victoria JM Low				S402- New Spitalfields Market	No Response	No	No Response	The planned development is right on the edge of Hackney marshes which consider essential to maintain and protect for the benefit of the environment, plant and animal species and to ensure we protect the health of everyone in London and especially people in Hackney and Leyton from the threat of global warming and pollution. The marshes are like a green lung that we will need in our resource depleted future. The high rise building will be an eyesore just like the ones on the other side of Leabridge road by Leabridge station already and the increase in people, business activity will lead to a decrease in animal and insect populations which we increasingly rely on.	Ideally the project should be stopped completely, but especially the high rise part of it. The number of houses should be dramatically scaled back the roads in particular are always busy in this area and do not support an increase in cars and traffic. The best thing you could do is turn this area back into marshland. The next best thing would be to scale it back and turn it into a space that would support green initiatives such as more allotments, community allotments or forestry.	Yes	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Lili Cross				S402- New Spitalfields Market	No	No	No	The plans to build on Walthamstow Marshes is another disregard and destruction of the natural landscape by building developers. The marshes is home to hundreds of animals, by building large rise on this land you will be disrupting all of the wildlife in this area. Furthermore, the marshes has been an escape for many, especially in these last couple years, with covid restrictions. It is not a derelict space, unvisited or uninhabited. With the state the world is in right now, we do not need more developments like this.	Find another area to build your high rises in.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Elisbeth Arden				S402- New Spitalfields Market	Yes	No	Yes	There needs to be a consistent approach to usage of open green spaces. It is considered essential to protect Epping Forest, why then is not essential to protect the Marshes? Any green spaces must be protected for the long term and future generations and should be subject to the same legislation as Epping Forest.	The Marshes have provided sustainable spaces for wildlife and for the use of the local population and will be adversely affected by the proposed development. However in this area with high rise developments would permanently alter the nature of the Marshes. I see no reason why the current light industrial usage cannot be maintained as to reduce it would subsequently lead to less business and employment opportunities. This provides the same level of protection for the Marshes as is in place for Epping Forest.		-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
-				S402- New Spitalfields Market	No	No	No Response	This is public marsh lands. Please leave London green for a population to enjoy. Every roth is getting developed- we have enough buildings. Your kids don't travel at apartments.	Don't build.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)  This response is noted.
Peter Mudge				S403- New Spitalfields Market	No Response	No	Yes	This site is adjacent to the open spaces of Hackney Marshes and the Old River Lea. If the development goes ahead it will lead to a huge increase in visitors to both areas, since they will be far more easily reached from the site than any other open space. There is a small protected nature reserve in the east corner of Hackney East Marsh, and the Old River Lea and both of its banks are a site of importance for nature conservation. Both of these areas would be ruined, not just by increased footfall (if both human being and dogs) but also by increased stirring, noise and lighting. Tall buildings along the west side of Hackney Marshes will destroy the sense of openness of the marshes. This site is a considerable distance from any other residential area, therefore it will require a whole range of facilities (shops, surgeries, schools, public transport, etc.) to be viable, and will increase car dependency. The plans are based upon out-of-date assumptions about population growth. Current estimates of population growth are much lower. The need to protect Epping Forest from the adverse effects of development have been acknowledged by Waltham Forest Council. The need to protect the Lee Valley is even greater, because it is closer to central London.	Keep the site as a light industrial area. There is a shortage of such sites in this part of the borough. It is well connected to both the rail and motorway network.		-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)

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Sarah Venugopal				S402- New Spitalfields Market	Yes	No	Yes	I believe that the plans endanger the biodiversity and natural habitat of the Marshes at a time when this has never been more important to protect. I believe that the proposals do not provide affordable housing as one bedroom flats are not sustainable options and those that can afford to buy in the first place will buy to leave.	To abolish the plan completely and not build on wild land - I am disappointed and disgusted that the plans are not to expand the marshes given their role in biodiversity and climate protection. At minimum the height of the developments must be reduced.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Oliver Smith				S402- New Spitalfields Market	Yes	No	Yes	Epping forest is protected from development and I see no reason why marshes should also be afforded similar protections as both offer open space and natural environment which is good for everyone. It is wrong to be inconsistent in the approach to two very similar areas.	There should be consistency across development in the borough. Any plans that are likely to damage the green spaces we have should be modified and the area left as is.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Marin Nash				S402- New Spitalfields Market	Yes	No	Yes	The Marshes are a rare space in London of epic natural beauty. This development threatens everything that makes them so special.	Leave the site as it is or to reduce the height of the towers.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Marie O'Brien				S402- New Spitalfields Market	No	No	No	Its is removing the last patch of local green space, there is no need for this to be built.	Save the green space	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
-				S402- New Spitalfields Market	No	No	No	The area is already lacking of trees, and polluted, I dont see how this could make it better.		No	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
N/a				S402- New Spitalfields Market	No Response	No	No	Historical/moral implications regarding the destruction of wildlife, habitats and natural green space. This is not cooperative, its the destruction of land and nature for profit for the privileged who will be able to afford these homes	Make the new housing affordable.	No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.

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Laura Leahy				S402- New Spitalfields Market	No	No	No	It completely spoils an area of beauty that many travel from all over London to enjoy. Not to mention would destroy natural habitat and decreasing biodiversity	This is one of east London's only beautiful areas to walk in - do not build on it. It would dramatically reduce wellbeing for so many people in the area		-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Dominic Myatt				S402- New Spitalfields Market	No	No	No	Destroying natural habitats		No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Margaret Clarke				S402- New Spitalfields Market	Yes	No	Yes	This leaves access to the marshes wide open, with greater population from the proposed developments. It's a significant threat to keeping the marshes a safe haven for flora and fauna. This also stands at odds with the (better) acknowledgement that entry/access to Epping Forest needs to be managed.	Reduce the height of the proposed build, to both keep the population lower thus minimising impact on the marshes and maintaining a sense of space. The council also needs to consider that the population it plan to accommodate needs places to shop and work, the buildings will be subtracting from this not adding	No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
-				S402- New Spitalfields Market	No	No	No	Damage to local natural habitat		No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Marlowe Chan-Reeves				S402- New Spitalfields Market	No	No	No	Ruins the social and natural community		No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Rebecca McLaren				S402- New Spitalfields Market	No	No	No	About the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI) A RAMSAR (wetland of international importance) site Part of the Lee Valley Special Protection Area (SPA) No mention of site designations/ protections in guidelines  The Blackhorse Lane SSSI about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces (taking the view of the borough). To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed.	No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.

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Diego Fernandez Fernandez				S402- New Spitalfields Market	No Response	No	No Response	It is unsound because the plans will definitely change the face of the Marshes, very likely impacting negatively the biodiversity of the area.	To make the Local Plan sound (and have a lesser impact), leave the site as it is or at least reduce the height of the towers.			The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Frost				S402- New Spitalfields Market	Yes	Yes	Yes			No		This response is noted.
Fae Schmidt-Soltan				S402- New Spitalfields Market	No Response	No Response	No Response			No		This response is noted.
Francisco Babolin				S402- New Spitalfields Market	Yes	Yes	Yes			No		This response is noted.
				S402- New Spitalfields Market	No	Yes	Yes			No		This response is noted.
				S402- New Spitalfields Market	No	No	No					This response is noted.

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Emily Lang-Ball				S402- New Spitalfields Market	Yes	Yes	Yes			-	-	This response is noted.
-				S402- New Spitalfields Market	-	-	Yes		not	No	-	This response is noted.
-				S402- New Spitalfields Market	Yes	No	Yes			-	-	This response is noted.
-				S402- New Spitalfields Market	No Response	No	No			-	-	This response is noted.
Sarah Tulaj				S402- New Spitalfields Market	Yes	No	Yes			-	-	This response is noted.
Sain Watson				S402- New Spitalfields Market	Yes	No	No			No	-	This response is noted.

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				S402- New Spitalfields Market	No Response	No	No Response			-	-	This response is noted.
Mark				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
Emanuela Cooper				S402- New Spitalfields Market	No	No				Yes	-	This response is noted.
				S402- New Spitalfields Market	No	No	No			No	-	This response is noted.
Sophia Louise Ball				S402- New Spitalfields Market	No					-	-	This response is noted.
				S402- New Spitalfields Market	No Response	No	No			-	-	This response is noted.

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				S402- New Spitalfields Market	No	No	No	Irreversible damage	Elsewhere	-	-	This response is noted.
				S402- New Spitalfields Market	Yes	No	Yes			-	-	This response is noted.
Lucie Charles				S402- New Spitalfields Market	Yes	No	Yes			-	-	This response is noted.
				S402- New Spitalfields Market	No					Yes	-	This response is noted.
Kyoni				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
				S402- New Spitalfields Market	No Response	No	No Response			No	-	This response is noted.

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				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
Harry Kallayan				S402- New Spitalfields Market	No Response	No	No			-	-	This response is noted.
Sarah Baker				S402- New Spitalfields Market		No				No	-	This response is noted.
				S402- New Spitalfields Market	Yes	No	No			No	-	This response is noted.
Saira Archer				S402- New Spitalfields Market	Yes	No	Yes			No	-	This response is noted.
				S402- New Spitalfields Market	No	No	No			No	-	This response is noted.

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Sophie Stalker				S402- New Spitalfields Market	No							This response is noted.
Michael Moon				S402- New Spitalfields Market	Yes	Yes	Yes			No		This response is noted.
				S402- New Spitalfields Market	No	No	Yes		Too much density Flood risk Domestic pets detrimental to wildlife in the marshes	No		This response is noted.
				S402- New Spitalfields Market	No	No	No					This response is noted.
				S402- New Spitalfields Market	No	No	No					This response is noted.
				S402- New Spitalfields Market	No	No	No					This response is noted.

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				S402- New Spitalfields Market	No	No	Yes			-	-	This response is noted.
				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
Richard Boon				S402- New Spitalfields Market	Yes	No	No Response			-	-	This response is noted.
Anna Hart				S402- New Spitalfields Market	No					-	-	This response is noted.
				S402- New Spitalfields Market	Yes	No	No Response			-	-	This response is noted.
				S403- New Spitalfields Market	No	No	No		We need green space not more luxury flats	-	-	This response is noted.

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Katie Hughes				S402- New Spitalfields Market	No	No	No	This space is so important to so many people please do not let this be another space destroyed and home to yet more housing	This space is so important to so many people please do not let this be another space destroyed and home to yet more housing			This response is noted.
				S402- New Spitalfields Market	No	No	No Response			No		This response is noted.
				S402- New Spitalfields Market	Yes	No	Yes					This response is noted.
				S402- New Spitalfields Market	No							This response is noted.
Cecilia				S402- New Spitalfields Market	Yes	No	No Response	The area should not be used to build on and should be left as an area where children and adults can use				This response is noted.
Laura Warrington				S402- New Spitalfields Market	No	No	No			No		This response is noted.

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Mercedes Driscoll				S402- New Spitalfields Market	Yes	No	Yes	This is yet another part of East London's wildlife being taken away for consumption. Weaffield is big enough. You do not need to ruin another area where children can play.	this does not go ahead.		-	This response is noted.
Anamika Singh				S402- New Spitalfields Market	No Response	No	No Response			No	-	This response is noted.
-				S402- New Spitalfields Market	No	No	No			No	-	This response is noted.
-				S402- New Spitalfields Market	No Response	No	No			-	-	This response is noted.
-				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
-				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.

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Liam Barker				S402- New Spitalfields Market	Yes	No	Yes			-	-	This response is noted.
-				S402- New Spitalfields Market	No Response					-	-	This response is noted.
Mikolaj Guda				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
-				S402- New Spitalfields Market	No	No	No			Yes	-	This response is noted.
Ralph Pritchard				S402- New Spitalfields Market	No Response	No	No Response			-	-	This response is noted.
Sarah Sahn				S402- New Spitalfields Market	No	No	No			-	-	This response is noted.
										No	-	

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Greg				S402- New Spitalfields Market	Yes	No	No		Unsound in that it threatens the wildlife and the much needed space that local residents need for all manner of outdoor activities and overall well being.		-	This response is noted.
Alex Turner				S402- New Spitalfields Market	Yes	No	Yes			No	-	This response is noted.
Alex Turner				S402- New Spitalfields Market	Yes	No	Yes			No	-	This response is noted.
Mark Sedgwick				S402- New Spitalfields Market		No				No	-	This response is noted.
Sacey Collins				S402- New Spitalfields Market	Yes	No	Yes			No	-	This response is noted.
				S402- New Spitalfields Market	No	No	No			No	-	This response is noted.

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James Strachan				S402- New Spitalfields Market	No							This response is noted.
				S402- New Spitalfields Market	No	No	No			No		This response is noted.
				S402- New Spitalfields Market	No							This response is noted.
Imogen Waddington				S402- New Spitalfields Market	No	No						This response is noted.
Andrea Sinclair				S402- New Spitalfields Market	No						important to be able to ask questions and hear answers	This response is noted.
				S402- New Spitalfields Market	No					yes		This response is noted.

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Sarah Kowalski				S402- New Spitalfields Market	No	No	No			No	-	This response is noted.
-				S402- New Spitalfields Market	No Response	No	No Response			No	-	This response is noted.
Chris James				S402- New Spitalfields Market	No					No	-	This response is noted.
GM Ford				S402- New Spitalfields Market	Yes	Yes	Yes			No	-	This response is noted.
Julian Chryne				S403- Auckland Road LSS	No Response	No	No Response	<p>Auckland Road</p> <p>Another development with tall buildings of up to 18 storeys which will have a negative impact on the visual amenity of those using nearby open spaces and allotments.</p> <p>The site allocation document provides little specific information on what is intended for this site. To do that it is necessary to look at the Draft Skyline Study. This hardly seems fair as many people will have no idea of the existence of this document.</p> <p>Thus, for example, the Draft Skyline study refers to the need to take account of impacts on AOCs. The development will do harm and is therefore not compliant with policy.</p> <p>This site allocation will add to the cumulative pressures on open spaces in terms of both population and the visual impact. A string of developments from New Spitalfields to the west of Auckland Road, the Score Centre, the Gas Works towers, the Modern towers, the Lea Bridge Station towers, the Low Hill Depot tower or towers and further towers further north will lose the Marshes on this east side in what is already the most densely populated and deprived part of the Borough.</p> <p>This part of Waltham Forest, the most densely populated and deprived part of the Borough is facing over development as a result of this and other site allocations.</p> <p>As is so often repeated in Skyline studies this site is referred to as a gateway site. As has been stated elsewhere there is no need to mark these supposed gateways or arrival sites with tall buildings. Beautiful trees or murals would be suitable territorial markers, particularly in a Borough using a tree as its logo.</p>	<p>Modification</p> <p>This site should continue as a light industrial, commercial site. Employment sites are needed in Waltham Forest and such a development will be more compatible with its neighbours and will not be harmful to the Marshes. Protection of green open spaces is required by policy. This part of the Borough is already densely populated and deprived by comparison with other parts. Development should be reduced in this area. Any housing on this site should be medium or low rise with a reduced population to prevent harm to local green open spaces, which will be even more important as population increases.</p>	Yes	I am a member of Save the Marshes and am concerned for the future of open spaces in this part of London	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>This response is noted.</p>

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Roslyn Birkhoff				S403 - Auckland Road LSS	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller pocket parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These schemes are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this can be kept as it is that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which whilst understood are the official figures, it's clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	-	-	The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar). The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Fred				S403 - Auckland Road LSS	Yes	Yes	Yes			No	-	This response is noted.
				S403 - Auckland Road LSS	Yes	Yes	Yes			No	-	This response is noted.
Francesco Babolin				S403 - Auckland Road LSS	Yes	Yes	Yes			No	-	This response is noted.
-				S403 - Auckland Road LSS	No Response	No Response	No Response			-	-	This response is noted.
-				S403 - Auckland Road LSS	No	No	No			-	-	This response is noted.

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GM Ford				S403 - Auckland Road LPS	Yes	Yes	Yes				-	This response is noted.
Julian Cheyne				S404 - The Score Centre	No Response	No	No Response	<p>Development has already been agreed. However, it has been included as a site allocation so the following points need to be made.</p> <p>This site is marked for development in the most densely populated and deprived part of Waltham Forest.</p> <p>It includes yet another tall building which will add to the cumulative effect of towers lining the east side of the Marshes and be used to justify yet of these towers.</p> <p>No appreciation is shown of the impacts on open spaces from increasing population pressures and harm to visual amenity.</p> <p>This site will add to the line of towers either built or planned. It will have an impact on the sense of openness of the Marshes both in itself and, even more importantly, as a part of that cumulative effect.</p> <p>For Waltham Forest to go on giving permissions for these tall buildings and over developed sites is unsound and this should be recorded on sites even after they have been given permission.</p> <p>This site allocation is unsound</p>	Modification	No	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
Frid				S404 - The Score Centre	Yes	Yes	Yes			Yes	-	This response is noted.
GM Ford				S404 - The Score Centre	Yes	Yes	Yes			No	-	This response is noted.
Francesco Babolin				S404 - The Score Centre	Yes	Yes	Yes			No	-	This response is noted.
										No	-	

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				S404- The Score Centre	No	No	No			-	-	This response is noted.
Alan Russell				S404- The Score Centre	No	No	No			-	-	This response is noted.
Abigail Woodman				S405- Lea Bridge Gas Holders	Yes	No	Yes	<p>I welcome Waltham Forest Councils commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous tall developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.</p> <p>Furthermore, the habitats of the marshes "Walthamstow Marsh (as SSSI), Leyton Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p> <p>Cogently argued objections from local people to this development have been ignored, which is at odds with Waltham Forest Councils claim to want to "promote the right development in the right place at the right scale, creating attractive sustainable neighbourhoods. There is something deeply unsound about a policy that purports to create attractive and sustainable neighbourhoods but yet, in practice, destroys what those already living in those neighbourhoods consider attractive and damage nearby habitats.</p>	The local plan for Waltham Forest must acknowledge that limiting development particularly limiting the height of buildings "is essential if the character of the borough is to be preserved, if the openness of MOL is to be preserved, and if existing communities are to be respected and not destroyed.	Yes	The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Claire Weiss				S407- Lea Bridge Gas Holders	No	No	No	This site allocation has already been agreed and permission given for development of contaminated land without providing an appropriate Health & Safety plan.	Provide rationally recognised independent air quality monitoring involving residents.	Yes	The plans for the south of the borough are unprecedented and mark a significant change from the existing Local Plan yet some of the specifics are already being committed to by developers and the Council.	<p>The Local Plan will only support developments which have proposed mitigation measures to reduce the impact of land contamination on people and the environment, whilst the impact of development on sensitive receptors will be also carefully managed.</p> <p>In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development within the Plan is car-free. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the Borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>To ensure that the level of growth planned in Local Plan Part 1 does not have any adverse effect on the Air Quality in the borough, The Council commissioned an Air Quality Study 2 as part of the evidence base. The approach has been to determine vehicle trip generation and distribution for each site allocation, without and with the Local Plan, and the expected net changes in AADT (Average Annual Daily Trips) on roads within 200m of the Epping Forest Special Area of Conservation. The changes have been determined with full Local Plan implementation (the Local Plan scenario) and for each year between 2022 and 2036. In addition, a sensitivity test was undertaken to assess the potential implications should higher levels of car parking be permitted within the low Public Transport Accessibility Level (PTAL) areas of the North of the Borough and coverage of Controlled Parking Zones (CPZ) are not extended to cover the whole of the borough. Therefore, it is considered to represent a worst case scenario of development being delivered without any further policies constraints on vehicle use being delivered through the Local Plan. One of the key conclusions of the report was the net reduction in overall traffic on most of the borough's roads in the Local Plan period.</p>
Julian Cheyne				S405- Lea Bridge Gas Holders	No Response	No	No Response	<p>This site has already been granted permission which has further caused over development in the already densely populated and deprived southern part of the Borough.</p> <p>The site allocation provides little detailed information on what is to happen on this site. For example it does not provide detail of the height of the towers. This requires sight of the Draft Skyline study.</p> <p>The Waltham Forest repeats similar themes in the Draft Skyline study for this site.</p> <p>The site allocation will do harm to nearby open spaces. Waltham Forest does not properly consider these harms.</p> <p>For example, the study refers to views of open spaces, not views from or impacts on open spaces despite reference to Metropolitan Open Land standards.</p> <p>maximum opportunities for long distance views across the Leyton Jubilee Park to the Lea Valley Regional Park,</p> <p>The illustrative scenario therefore tests a general shoulder height across the site of three- to nine-storeys, stepping up to potential taller buildings of 10- to 17-storeys (this study uses 11 and 17 storeys) and a tall building of 28-storeys located towards the south of the site, maximising views across the green space.</p> <p>These views favour the needs of developers, not those using the Marshes or other green spaces.</p> <p>The study repeats wayfinding or landmark justifications for tall buildings. In the illustrative scenario, the developer would build tall buildings.</p>	<p>Over developing already densely populated and deprived areas should be avoided. Building densely populated sites and tall buildings near open spaces, especially when they have a cumulative effect on open spaces by being built near to or in a line with other towers, should be avoided. Green open spaces are essential for the health and well being of residents and should be protected from development which creates unsustainable population pressure and harms the visual amenity of those spaces.</p>	Yes	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Millie Rich				S405 - Lea Bridge Gas Holders	No Response	No	No Response	The area this is going to be attached to are small narrow busy roads already. This will impact these streets massively. Traffic along the Lea bridge road is already horrendous with people queuing back. This area will be shadowed by sight high developments that are unnecessary.	No tower blocks. Houses would be much better suited here stop trying to cram in blocks of flats in small residential areas with roads that won't be able to handle the impact, the streets are quiet and not built for this amount of people	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Fred				S405 - Lea Bridge Gas Holders	Yes	Yes	Yes			No	-	This response is noted.
-				S405 - Lea Bridge Gas Holders	Yes	No	Yes		Move way from wetlands	No	-	<p>This response is noted.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
Alexio Caon				S405 - Lea Bridge Gas Holders	Yes	No	Yes	Clause 3.9.30 of The London Plan 2021 states "The list of impacts of tall buildings in Policy D0 Tall buildings is not exhaustive and other impacts may need to be taken into consideration. For example, the impact of new tall buildings in proximity to waterbodies supporting notable bird species upon the birds flight times may need to be considered. The Essex Filter Beds Water Works, the Walthamstow and Hackney Marshes and the River Lea are known for supporting notable bird species which may be affected by the new tall buildings. There are some of the notable bird species present in the local conservation areas which are also included in the BTO Birds of Conservation Concern 5 publication: Common Sandpiper, Green Sandpiper, Wood Sandpiper, Pochard, Gadwall, Shoveler, Wilton Warbler, Linnet, Song Thrush, Reed Bunting (sources: <a href="https://onbombers.london.gov.uk/waterworks_mf">https://onbombers.london.gov.uk/waterworks_mf</a> and <a href="https://wlv.west.org.uk/?member=lee-valley-regional-park">https://wlv.west.org.uk/?member=lee-valley-regional-park</a> ), I therefore find the S405 - Lea Bridge Gas Holders plan unsound.	Alternative sites should be sought for building residential towers, away from areas and water bodies known for supporting notable bird species.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
Victoria Shokand				S405 - Lea Bridge Gas Holders	Yes	No	Yes	Clause 3.9.30 of The London Plan 2021 states "The list of impacts of tall buildings in Policy D0 Tall buildings is not exhaustive and other impacts may need to be taken into consideration. For example, the impact of new tall buildings in proximity to waterbodies supporting notable bird species upon the birds flight times may need to be considered. The Essex Filter Beds Water Works, the Walthamstow and Hackney Marshes and the River Lea are known for supporting notable bird species which may be affected by the new tall buildings. There are some of the notable bird species present in the local conservation areas which are also included in the BTO Birds of Conservation Concern 5 publication: Common Sandpiper, Green Sandpiper, Wood Sandpiper, Pochard, Gadwall, Shoveler, Wilton Warbler, Linnet, Song Thrush, Reed Bunting. I therefore find the S405 - Lea Bridge Gas Holders plan unsound.	Alternative sites should be sought for building residential towers, away from areas and water bodies known for supporting notable bird species.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sam Miles				S405 - Lea Bridge Gas Holders	Yes	Yes	Yes	It is compliant and sound but could do more to emphasise mid-rise rather than high-rise building.	It is compliant and sound but could do more to emphasise mid-rise rather than high-rise building.		-	This response is noted.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sam Benjamin				S405 - Lea Bridge Gas Holders	No Response	No	No Response	Residents are very concerned about the toxic pollution this will generate in an area surrounded by schools.		No	-	In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.
Simon Rix				S405 - Lea Bridge Gas Holders	No	No	No	The plan has been given permission without a completed H&S plan which will protect neighbours from toxic releases. There is no system for benchmarking air quality before the scheme starts and no system for independent monitoring. This despite the developer's track record of failing to control toxic releases. There is no system in place for monitoring toxic build up in neighbouring homes nor any assessment nor reporting system for compound environmental stressors, which will exacerbate toxic impact. The developers have been using Clementia Estate roads to facilitate their construction despite a provision that they should not. Nothing has been done to stop this.	We demand to see the H&S plan and have it independently assessed before the scheme is allowed on site. We demand benchmarking, independent monitoring inside and outside homes and consideration of compound stressors in the H&S plan.	No	The site should not be developed unless and until the H&S issues have been satisfactorily resolved and there is oversight which is independent of both the developer and the Council.	The Local Plan will only support developments which have proposed mitigation measures to reduce the impact of land contamination on people and the environment, whilst the impact of development on sensitive receptors will be also carefully managed.
Francesco Babolin				S405 - Lea Bridge Gas Holders	Yes	Yes	Yes			Yes	-	This response is noted.
				S405 - Lea Bridge Gas Holders	No	No	No			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Paul Robert Treacy				S405 - Lea Bridge Gas holders	No	No	No	Do not trust this developer after what has happened at their southal development	tower towers, more environmental investigations regarding the decontamination of the gasworks/col		-	This response is noted.
G M Ford				S405 - Lea Bridge Gas holders	Yes	Yes	Yes			No	-	This response is noted.
Nicola Morrison				S406 - Lea Bridge Station Site	No	No	No	Because of the impact on MCL this is not a legally compliant proposal. The proposals make a mockery of Waltham Forests declaration of a Climate Emergency. They ignore the reality of heavily trafficked roads which renders this an inappropriate place to site these new developments. Lea Bridge road has an abundance of existing commercial property - some of which has lain empty for a considerable amount of time already. The demand is not there. The issues of the flood plain are not dealt with in a meaningful manner by this proposal. This consultation has not been widely advertised to those who use the area (but do not live very close by or receive council emails). Where are the posters to let people who travel through Lea Bridge know what is being proposed? The council has already pushed ahead with building a huge new air link further up the road which unnecessarily encroaches on to the marshes. There seems to be no care given to environment for wildlife or human inhabitants. Too many tall towers create wind tunnels and discourage people from walking. The pocket park on orient way corner has been intentionally run down to make it unattractive - the park should be retained and improved for residents. Adding new trees is in no way an effective remedy for removing so many mature trees. The connection between Clive Coghill as the former leader of the council and Square Roots developers is an area of concern.	The consultation needs to be adapted to be more user friendly - the language and format will put a lot of people off. It is not accessible to many residents for that reason and gives the impression the council do not really want responses. The terminology and format is likely to intimidate people who do not work in planning (i.e most local residents). The MCL issues need to be taken into consideration - they are not properly addressed or concerns allayed. Resourcing existing green space and trees should take priority in line with the council's own declared Climate Emergency. Any connections there may be between Coghill now working for the developer and this being pushed through need to be investigated in order to give the public confidence in their elected officials and the process.		-	In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development to be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: •Research (fact finding, the choices made in the plan are based up by facts. •Evidence of participation of the local community and others having a stake in the area, and •The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: •Sound infrastructure delivery planning. •Having no regulatory or national planning barriers to delivery. •Delivery partners who are signed up to it; and •Coherence with the strategic or neighbouring authorities, including neighbouring marine planning authorities.  •The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the ODO should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be consistent with the London Plan, which sets out the strategic vision for the London Plan, and the London Plan should be consistent with the London Plan.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or increase in air quality during the construction or operating stages of development.  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development to be achieved.
				S406 - Lea Bridge Station Site	Yes	No	Yes	The proposed development S406 outlines to deliver 350 new homes within the area, meaning an extraordinary amount of new homes to a small, condensed area. This dramatic increase in population will in turn increase light pollution, congestion, air quality, waste facilities and traffic within a highly vulnerable area. The development threatens biodiversity, wildlife and community green space all of which in the current climate are not just valuable but essential, and must be protected at all costs. This use of this site to house people is putting huge population pressure on a vulnerable area that will not be able to withstand the weight of increased population and population density. I therefore object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in.	Without surrounding wildlife, green spaces, clean air we threat the health and existence of its inhabitants. If these proposed developments threaten green spaces ability to absorb its impacts, then the development should be re-worked or removed. I suggest this site be kept to green land and respected as an area of conservation otherwise developed into an agricultural site. A second modification suggested is the number of criss and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland site that can absorb it as well as protect the biodiversity of the site.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or increase in air quality during the construction or operating stages of development.  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development to be achieved.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or increase in air quality during the construction or operating stages of development.  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development to be achieved.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Nina Pearman				S405 - Lea Bridge Station Site	Yes	No	Yes	In the planning proposals, there is absolutely no mention of the impact thousands of new residents of the proposed development at Lea Bridge Station will have on the Marshes and the surrounding areas. The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding vulnerable areas that will in turn increase congestion, air, noise and light pollution. The Old River area is a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Esping Forest area. The proposed density involved by this development will put massive population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition the proposed site is near a known flood plain. Given the known risks of climate change predicted and evidence of recent flooding, and also the added risk of the London barrier failing, I object to the proposed plans for site S405 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The borough should apply a consistent approach to green spaces, like with Esping Forest green spaces should be protected from developments that will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes car and Pocket Park won't if destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units of the use of the towers should be significantly decreased. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while understandable are the official figures, yet it is clear that population increase will not happen in the next 10 years, therefore these modifications suggested are sound. The reduction of the scale of the development, the height of the towers, and the retention of Pocket Park will also manage the risk of flooding presented by building 26 storey towers on a floodplain. I therefore consider these proposed modifications sound.	Yes	I consider this a significant issue that will impact my quality of life and the value of my property and importantly the huge impact on my local community. I would like to see the opportunity to voice my concerns and modifications.	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standard over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that development does not increase flood risk either on or off the site.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategic which seeks to meet objectively assessed development and infrastructure requirements, including under requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research that informs the choices made in the plan are based on by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Having no regulatory or national planning barriers to delivery; -Deliverable in the context of the current and likely future economic, social and environmental conditions.
Julian Cheyne				S405 - Lea Bridge Station Site	No Response	No	No Response	1. Lack of integrity of the process  This site is already the subject of a planning application which raises the question as to the point of a Local Plan and its Site Allocations when Waltham Forest is even now participating in the development of this site by a Council approved developer.  Not only is Waltham Forest consulting on the Local Plan, it is also consulting on the Area Framework for Lea Bridge.  So although it is supposedly trying to make up its mind about what to do in the area and asking local people to do so in this process, the Council is nevertheless moving ahead with a Borough supported development project which prejudices the results of these consultations.  Waltham Forest has already approved major developments at the Gas Works and the Median sites near to this site and proposes to have agreed further substantial tall building developments on other sites to the east of the Marshes.  In the already agreed Gas Works development next to Abbiner Park it claimed that height levels at Lea Bridge Station were already rising to justify higher buildings on that site. This was untrue, as the fact that this application has only just been made and it is not yet approved shows. Nevertheless that Gas Works application was approved even though these heights had not been achieved at Lea Bridge Station.  Not only is it moving ahead while still "consulting", an approved developer has presented a plan which proposes towers of up to 26 storeys on this site, which is not indicated for tall buildings. In addition, the proposal is not compliant on the provision of affordable housing.	The number of units and thus the population on this site should be reduced. There should not be any towers on this site, it should be treated as a low rise development. An alternative allocation would treat this site as a low rise commercial site. High rise and increased population will have negative impacts on vital green spaces. Green spaces are particularly important in deprived areas.  The pocket park should be retained and tree planting occur on all three sites increased to further combat climate change and offer a place to enjoy recreation. A pocket park near the station would be a great addition to the existing green open space. This site is potentially vulnerable to flooding, meaning that the site is not suitable for development. It is in a combating climate change and protecting the area in the event of flooding.  This part of Waltham Forest is already over developed. This plan should be revised to redistribute development more evenly by reducing harm to this part of the Borough and to protect vital open spaces needed for the health and well being of residents.  The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in site besides. The Hackney area of the Old River being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Esping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	Yes	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Consultation. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the Borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA of this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategic which seeks to meet objectively assessed development and infrastructure requirements, including under requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research that informs the choices made in the plan are based on by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Having no regulatory or national planning barriers to delivery; -Deliverable in the context of the current and likely future economic, social and environmental conditions.
Sarah Venugopal				S405 - Lea Bridge Station Site	No Response	No	No Response	The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in site besides. The Hackney area of the Old River being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Esping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the Borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes car and Pocket Park won't if destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes		Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. 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Ashleigh Lawson				S405 - Lea Bridge Station Site	Yes	No	Yes	The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in site besides. The Hackney area of the Old River being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Esping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the Borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes car and Pocket Park won't if destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA of this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing(s)?	If yes, please explain why?	Council's response
Paul Bolding				S406 - Lea Bridge Station Site	No	Response	Yes	It is inconsistent to seek to minimise access to Egging Forest in one part of the borough, as the council rightly does, and yet to formally propose the plan that will lead to over-use of the marshes. Orient Way Pocket Park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, to its lack of protection with the marshes, compared to Egging Forest is unsound. Not planting new trees takes decades to replace the lost CO2 absorption - time we don't have.  The scale and timing of these blocks is such that they would dominate an important open space and greatly reduce their amenity by imposing a feeling of enclosure and being surrounded. An important part of the enjoyment of these open spaces is to get away from the pressures of daily life and not to be on the ordinary people of London. These blocks would greatly reduce that enjoyment for all Londoners.  The argument for the demand for accommodation are unsound because they have not been adjusted for the post-pandemic realities.	I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  Through the evidence published in the Character Interconnection Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The Inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base including: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Housing regulatory or national planning barriers to delivery. - Delivery partners who are signed up to it, and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.  The Local Plan should be flexible and able to be monitored.
Laura Gowing				S406 - Lea Bridge Station Site	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of this area is unsound and I object to these proposals.  In addition the building on a flood plain is very ill advised	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	Through the evidence published in the Character Interconnection Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Interconnection Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', 'wild' public amenity, green roofs, and tree planting which will produce biodiversity net gain sites.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Sophie Taylor-Gooch				S406 - Lea Bridge Station Site	No	Response	No	1) Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing in the north of the borough. Development must be designed to 'minimise access to Egging Forest' and 'mitigate for urban effects to ensure no adverse effects on the Egging Forest SAC'. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Egging Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed by this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Egging Forest SAC is by no means a bad thing, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket Park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore its lack of protection with the marshes, compared to Egging Forest is unsound.  2) I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of this area is unsound and I object to these proposals.  Argument for danger of construction on a floodplain:  The proposed site S406 - Lea Bridge Station is located near a known flood plain. It is built on this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to proposed plans for site S406 - Lea Bridge Station as constructing tall	3) The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by a increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then a proposed development should be refused. These plans are harmful as they will undoubtedly lead to a loss of towers along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Interconnection Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can demonstrate through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Interconnection Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support the use of more sustainable modes of transport, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling Gateway for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Daisy Hudson				S406 - Lea Bridge Station Site	Yes	No	Yes	Argument for important of green space on mental health:  I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. I acknowledge the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.  Argument for danger of construction on a floodplain:  The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,100 gallons of water a year, so flooding takes place in this area, raising the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential area. The height of the towers should also be reduced to the risk level of 26 story higher than built on a floodplain.  Argument for increased population and congestion to the area:  The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from	No	-	Through the evidence published in the Character Interconnection Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Melanie Salisbury				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern due to their intrusion upon the open landscape character of the Regional Park. This wonderful diverse but vulnerable marshland area will not be able to continue thriving in the way that makes it so unique, vital for our environment and indeed for us living locally. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The Orient Way Pocket Park site must be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community, the environment and indeed the air quality AND the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and present statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Caroline Thorbert				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnected from the surrounding urban area. 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Emmanuel Cooper				S406 - Lea Bridge Station Sites	No			I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnected from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Rosey Ticket				S405 - Lea Bridge Station Sites	No			I object to the plans at S405 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.			Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Hope Lawn				S405 - Lea Bridge Station Sites	No			I object to the plans at S405 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. 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David Bell				S405 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S405 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	This modification I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. 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Elisabete Pasulic				S405 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S402 - New Spitalfields Market. The tall towers proposed (and the huge population increase this will bring to the area) will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes, not just during covid but for the last 20 years and longer. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks and houses will completely destroy that. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the west side of the Marshes. Therefore to bring forward these tower blocks that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing to return the site to rural/marshland, is going to harm the site as it is, a light industrial site that has minimal impact on the openness of the surrounding green space and biodiversity. Waltham Forest needs employment sites - this is a likely a low rise employment site (locally significant industrial plot) with good road (A12) connections with the potential to create good quality railway link to the site, with no residential neighbours. This would be a suitable modification.			Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Harriet Collins				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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Katie Hammond				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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				S405 - Lea Bridge Station Sites	No	No	No	I object to the plans at S405 - Lea Bridge Station. I recognise the need for more homes to address housing crisis in the area and London in general, although I do not agree with the figure quoted which are pre-levied and pre-gamended. The pandemic has changed the way we work and many people are working remotely and commuting occasionally and this has led to a shift of the population distribution which is too early to conclude if this is a permanent change or not. Nevertheless, I can clearly see that the capacity of the constructions you are proposing will exponentially increase the area's population and irreversibly destroy the sense of open green space and biodiversity that the Marshes have. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, for which there is a plethora of evidence. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a lifeline for so many of us local residents and provides the connection to nature we and our children need. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to irreversibly destroy the open space and biodiversity of the area is unsound and I object to these proposals.	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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Oliver Higgs				S406 - Lea Bridge Station Sites	No	No	No	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	No		<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>

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Katherine Hastings				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-	-	<p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Mark Sedgewick				S406 - Lea Bridge Station Sites	No			I object to the plans at S402 - New Spitalfields Market. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is completely unsound and I object to these proposals.	The modifications I suggest are that the site be returned to marshland, in light of the clear benefits open space has on our mental, physical and social health. The benefits that open marshland has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between higher levels of lower socio-economic status and reduced healthcare outcomes. Failing the return of the site to natural marshland, I suggest bringing the site as it is, or so many of us local residents. Many people have said that the marshland and the surrounding green space and biodiversity, Waltham Forest needs employment sites. This is already a low employment site (Locally Significant Industrial Site), with good road (A12) connections with the potential to create good railway links to the site, no residential neighbours. This would be a suitable modification.	Yes		<p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The LVRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	This modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		<p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The LVRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Louise Marshall				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		<p>Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The LVRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intentionality Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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Kel Hawkins				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
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Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensity Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. 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A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S406 - Lea Bridge Station Sites	No Response	No	Yes	Unsound for the following reasons: (1) involves the construction of two tall buildings of up to 26 stories, when the site is indicated for tall buildings. There will not enhance the local area and will be damaging in terms of light, shade and wind on open spaces and wildlife nearby. They will be visible from a wide area as can be demonstrated by the much smaller Motion Buildings nearby. (2) The dwellings will not be aimed at the waiting lists of Waltham Forest and not be an affordable price. (3) The development will not meet Waltham Forest's climate change objectives, e.g. in construction or by taking away an existing pocket park with mature trees. Replacement trees will take time to mature and be effective. (4) The site is on a flood plain. (5) Additional criteria including "the right development at the right scale creating attractive sustainable development" and "to protect and enhance the natural environment" and take into account a post covid world, is exactly what this development doesn't achieve. Furthermore, the plans to not open to take into account the cumulative effects of larger concentration of tall buildings in a particular area. From looking at all the maps a simple count reveals that more developments are being planned in the south of the borough than in the north and a large number concentrated along green space corridors of the marshes on either side of the Lea Bridge Road. If one of the Council objectives is the 15 minute neighbourhood, they will fail on the open space criteria as the amount of truly open space will be greatly diminished. There is also the matter of population density, clean air and traffic flow along the Lea Bridge Road - the road is already heavily congested and adding more homes in the area is likely to cause more pollution as well as increased footfall on reduced open spaces that offset that pollution.	There should be no buildings on the pocket park and certainly not the heights planned. The areas within Flood Zone 3A should be removed from the site allocation. It would be unsafe for the people who would live there and also imbalance the natural drainage of the area for others.	-	-	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Anna Povey				S406 - Lea Bridge Station Sites	No Response	No	No	Tall buildings up to 26 stories  Further population pressure  Construction of Pocket Park  Flood risk  No mention of impacts on the Marshes  Chesnut planning application: not compliant on affordable housing.  The height of the two towers on Sites 1 and 3 are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and removal from the surrounding urban area.  The development, given its size and location, will generate a regular and sustained increase in footfall to the Park. Whilst the Authority welcomes visitors to its open spaces it needs to be able to manage access to, around and through sites to maintain, protect and enhance the open space and key biodiversity features for which they are valued.	-Reduce height of towers  -Reduce number of units to reduce population pressure  -Retain Orient West Pocket Park	-	-	Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The HR for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Margaret Clarke				S406 - Lea Bridge Station Sites	Yes	No	Yes	I think - in short - that proposing to build on a known floodplain, especially when set against the climate crisis is unsound and present a very real danger of exacerbating floods.	Ensure that the pocket park is maintained and extended to ensure that whatever floods come, there are enough trees and green space to minimise damage	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/ fact finding: the choices made in the plan are based on by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning; -Having no regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it; and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.
Margaret Clarke				S406 - Lea Bridge Station Sites	Yes	No	Yes	I think - in short - that proposing to build on a known floodplain, especially when set against the climate crisis is unsound and present a very real danger of exacerbating floods.	Ensure that the pocket park is maintained and extended to ensure that whatever floods come, there are enough trees and green space to minimise damage	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/ fact finding: the choices made in the plan are based on by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning; -Having no regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it; and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.





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				5405- Lea Bridge Station Site	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while understandable are the official figures, it's clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	-		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by or to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Edward C Glover				5405- Lea Bridge Station Site	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while understandable are the official figures, it's clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	-		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by or to meet their everyday needs. 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Gian Singhwar-Warren				5405- Lea Bridge Station Site	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and local health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding residential area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while understandable are the official figures, yet it's clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. 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Alastair Smith				5405- Lea Bridge Station Site	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is, that Orient Way Pocket Park is retained. 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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Oliver Higgs				S406 - Lea Bridge Station Site	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to open up the marshes and wider pocket parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting, pollution and the impact of tall buildings. If the green spaces need to be proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These areas are harmful as they will substantially reduce the area of open space along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is that Orient Way Pocket Park is retained. 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The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	-		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. 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Emma Pack				S406 - Lea Bridge Station Site	No	No	No	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to open up the marshes and wider pocket parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting, pollution and the impact of tall buildings. If the green spaces need to be proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These areas are harmful as they will substantially reduce the area of open space along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is that Orient Way Pocket Park is retained. 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				S406 - Lea Bridge Station Site	Yes	No	Yes	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green spaces and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are a concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb.</p> <p>The open green space of the Marshes has been a savour for so many of us local residents. Many people attribute their mental health and wellbeing to being able to access the open spaces of the Marshes, not just during covid for the last 24 years and longer. The UK's largest mental health charity, Mind, shows how crucial nature and outside spaces are for mental health (<a href="https://www.mind.org.uk/information-support/tips-for-everyday-living/nature-and-mental-health/how-nature-benefits-mental-health/">https://www.mind.org.uk/information-support/tips-for-everyday-living/nature-and-mental-health/how-nature-benefits-mental-health/</a>).</p> <p>Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy this area and bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is obvious. It is particularly true in the south of the borough that is more deprived. There is a two-way relationship between poverty and mental health. People with mental health problems are more likely to end up in poverty. And people who live in poverty are more likely to have mental health problems.</p> <p>People living in poverty may find hard to justify spending money on things that supported their mental health when there are numerous other financial issues to support needs to be free or affordable in order to access it.</p> <p>When support for mental health is affordable, it removes a key barrier for many people living in poverty. It provides them an opportunity to take control of their mental health and gives them more agency over it. Being able to walk or exercise in outdoor spaces is ideally proportional to one people's wealth and improve their mental health in a way that is affordable.</p> <p>A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	No		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Borough's Local Plan sites policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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George Morgan				S406 - Lea Bridge Station Site	Yes	No	Yes	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and massive population increase this will bring to the area will completely destroy the sense of open green space and biodiversity of the Marshes, which is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces and acknowledge the importance of open green space and biodiversity for our mental and physical health, and this is backed up solidly by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are a concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open spaces of the Marshes has been an absolute potter for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy this area that has such a positive effect on people's wellbeing. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound. That is why I object to these proposals.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the pressure these take off primary care services is obvious. It is particularly true in the south of the borough, which is more deprived, where there is a two-way relationship between poverty and mental health. People with mental health problems are more likely to end up in poverty. And people who live in poverty are more likely to have mental health problems.</p> <p>The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	No		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Borough's Local Plan sites policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Rebecca Flint				S406 - Lea Bridge Station Site	Yes	No	No Response  This may be a duplicate - my computer crashed.  subject to the plans at S406 - Lea Bridge Station. The tall towers proposed and the high population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green spaces and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.  I lived and loved Hornorton for 20 years, moving to Walthamstow in 2019 (prior to that otherwise we would have stayed). I used to go to the marshes all the time. For the purpose of enjoying that huge horizon and sense of space. It is unique to London. It reminds me of Lincolnshire where I am from originally. There is no where else like it. There is scientific evidence which states that being the horizon improves mental health and I really believe that it does. Indeed I notice that being in Walthamstow and not having such close access to the marshes really is a detriment to my mental health. I would also like to see the marshes really do have some effect on flooding but consider the plan to be unsound due to the development being on a site at risk of flooding, and the negative anticipated impact on green space and congestion in the area.  It is known that the site is at risk of flooding, especially with climate change effects becoming more severe going forward. It is common knowledge that drainage and sewage systems in the country are extremely vulnerable to severe rainfall events and the impact this has on river pollution. It is also common knowledge that green spaces help absorb rainfall reducing the risk of flooding. This development is proposed on a site with existing green space and the natural drainage that it provides. Furthermore, it would introduce housing that will add extra pressure on a sewage system whose capacity is already stretched. Therefore, the development is unsound as it would contribute to the risk of flooding in the area, and the river pollution that will come with it.  Further to the impact on river pollution, additional housing in the vicinity of the marshes will add additional pressure on wildlife in the area. With new residents we would anticipate higher footfall to the marshes, including more dog walkers and higher pollution. This will have an adverse effect on biodiversity of the marshes. The marshes are a treasured green space by many in the local area as well as wider London. The high-rise towers will reduce the openness of the space, which will have a negative effect on the birds thereabouts. The proposed development is unsound due to the range of negative effects it will have on a very significant site of natural capital of London.  Finally, the additional housing in the proposed site will contribute to congestion on roads, street space and public transport in the area. The street space in the immediate vicinity is already congested. The pavement and cycling lanes on the south side of Lea Bridge are extremely narrow.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary car services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while I understand are the official figures, yet it's clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-		Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough, ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Vytautas Kedys				S406 - Lea Bridge Station Site	No	No	It is known that the site is at risk of flooding, especially with climate change effects becoming more severe going forward. It is common knowledge that drainage and sewage systems in the country are extremely vulnerable to severe rainfall events and the impact this has on river pollution. It is also common knowledge that green spaces help absorb rainfall reducing the risk of flooding. This development is proposed on a site with existing green space and the natural drainage that it provides. Furthermore, it would introduce housing that will add extra pressure on a sewage system whose capacity is already stretched. Therefore, the development is unsound as it would contribute to the risk of flooding in the area, and the river pollution that will come with it.  Further to the impact on river pollution, additional housing in the vicinity of the marshes will add additional pressure on wildlife in the area. With new residents we would anticipate higher footfall to the marshes, including more dog walkers and higher pollution. This will have an adverse effect on biodiversity of the marshes. The marshes are a treasured green space by many in the local area as well as wider London. The high-rise towers will reduce the openness of the space, which will have a negative effect on the birds thereabouts. The proposed development is unsound due to the range of negative effects it will have on a very significant site of natural capital of London.  Finally, the additional housing in the proposed site will contribute to congestion on roads, street space and public transport in the area. The street space in the immediate vicinity is already congested. The pavement and cycling lanes on the south side of Lea Bridge are extremely narrow.	The modification I suggest is to retain Orient Way Pocket Park and the two green spaces on the western side of the junction with additional trees being planted there. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees in Pocket Park will reduce property damage and prevent environmental pollution by overflowing sewage system.	No		Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can demonstrate through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Claire Weiss				S406 - Lea Bridge Station Site	No	No	No Response  These proposals are environmentally unsound in relation to building on the floodplain, destroying green spaces and 322 trees, three tower blocks that are up to 100m tall and concrete green above level would be needed to provide housing in shorter buildings, the replacement of filled trees with new ones cannot be done in the same area and would not provide the same canopy or other environmental benefits for many years, the hub of the site is a massive heavily-trafficked roundabout which is totally unsuitable for residences.	Build Council housing on Site 1 only, leave sites 2 and 3 as green open space and Pocket Park.	No		The plans for the south of the borough are unprecedented and mark a significant change from the existing Local Plan. Elements of the specifics are already being committed to by developers and the Council.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can demonstrate through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Jack Gooding				S406 - Lea Bridge Station Site	Yes	No	Yes  Iltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, development must be designed to 'minimise access to Epping Forest and mitigate the urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that are developed in this construction. To have contradictory approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should there be sea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.  I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the high population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green spaces and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.  I lived and loved Hornorton for 20 years, moving to Walthamstow in 2019 (prior to that otherwise we would have stayed). I used to go to the marshes all the time. For the purpose of enjoying that huge horizon and sense of space. It is unique to London. It reminds me of Lincolnshire where I am from originally. There is no where else like it. There is scientific evidence which states that being the horizon improves mental health and I really believe that it does. Indeed I notice that being in Walthamstow and not having such close access to the marshes really is a detriment to my mental health. I would also like to see the marshes really do have some effect on flooding but consider the plan to be unsound due to the development being on a site at risk of flooding, and the negative anticipated impact on green space and congestion in the area.  It is known that the site is at risk of flooding, especially with climate change effects becoming more severe going forward. It is common knowledge that drainage and sewage systems in the country are extremely vulnerable to severe rainfall events and the impact this has on river pollution. It is also common knowledge that green spaces help absorb rainfall reducing the risk of flooding. This development is proposed on a site with existing green space and the natural drainage that it provides. Furthermore, it would introduce housing that will add extra pressure on a sewage system whose capacity is already stretched. Therefore, the development is unsound as it would contribute to the risk of flooding in the area, and the river pollution that will come with it.  Further to the impact on river pollution, additional housing in the vicinity of the marshes will add additional pressure on wildlife in the area. With new residents we would anticipate higher footfall to the marshes, including more dog walkers and higher pollution. This will have an adverse effect on biodiversity of the marshes. The marshes are a treasured green space by many in the local area as well as wider London. The high-rise towers will reduce the openness of the space, which will have a negative effect on the birds thereabouts. The proposed development is unsound due to the range of negative effects it will have on a very significant site of natural capital of London.  Finally, the additional housing in the proposed site will contribute to congestion on roads, street space and public transport in the area. The street space in the immediate vicinity is already congested. The pavement and cycling lanes on the south side of Lea Bridge are extremely narrow.	The relationship between people and green spaces should be consistent across the Borough. Green spaces should be protected from developments which will cause damage by increasing the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the west side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-travel statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.  In addition, evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential area. The height of the towers should also be lower so that the risk of us 10-story high towers built on a floodplain is reduced.	Yes		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFASAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can demonstrate through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jack Barnett				S405 - Lea Bridge Station Site	Yes	No	Yes	These towers are an intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. The Marshes are so important for us local residents. It's a deprived area and this area is a lifeline for us. Times are hard, especially for people in this area, and we need what people we can get, especially the kids.	I suggest the site remains as it is, for the clear benefits open green space has to the local residents' health and wellbeing.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, sites are appropriate for development that have the potential for delivering tall and taller buildings. It has been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan set out to only support proposals here they promote the creation of healthy and sustainable places and communities by supporting the delivery of high-quality environments that enable healthier, active and sustainable life styles so that are no negative effects on residents local areas.</p>
-				S405 - Lea Bridge Station Site	Yes	No	Yes	These towers are an intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. The Marshes are so important for us local residents. It's a deprived area and this area is a lifeline for us. Times are hard, especially for people in this area, and we need what people we can get, especially the kids.	I suggest the site remains as it is, for the clear benefits open green space has to the local residents' health and wellbeing.	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, sites are appropriate for development that have the potential for delivering tall and taller buildings. It has been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan set out to only support proposals here they promote the creation of healthy and sustainable places and communities by supporting the delivery of high-quality environments that enable healthier, active and sustainable life styles so that are no negative effects on residents local areas.</p>
Sarah Tulaj				S405 - Lea Bridge Station Site	Yes	No	Yes	The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposal, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits besides. The Hackney area of the Old River Lea being a site of importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Topping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressures, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes and Pocket Park won't if it's destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standard over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-repelled. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>
-				S405 - Lea Bridge Station Site	Yes	No	Yes	The proposed development at S405 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposal, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits besides. The Hackney area of the Old River Lea being a site of importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Topping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressures, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes and Pocket Park won't if it's destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standard over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-repelled. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ms Victoria J M Low				S406 - Lea Bridge Station Sites	No	Response	No	No	It is unsound because there are already three high rise buildings at this location and more would high rise buildings would be inappropriate and a detriment to the local landscape which is valued. Furthermore the area is vulnerable to flooding and there has already been devastating floods in the area and there is already too much traffic on existing roads and Orient Way with daily traffic jams. More development, housing and retail / industrial space will only increase the traffic and the associated noise and air quality which will affect people living and working in the area and plant and animal species on the marshes, which is really important to protect.	Development should be avoided, prioritising a reduction in traffic, a reduction in height, which will overwhelm and restrict light in the area, a reduction in volume generally. To avoid the negative impact of development on the bird sanctuary.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevlopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p>
Elisa Sillett				S406 - Lea Bridge Station Sites	Yes	No	Yes	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it built on, this site will be there for many years to come. With more extreme weather, river and tidal rises are predicted with climate change, there is a risk of flooding on this site. Should the London barrier river fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings up to 26 storey near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,100 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential area. The number of trees should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Jack Foord-Williams				S406 - Lea Bridge Station Sites	Yes	No	Yes	Yes	The proposed development at S406 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding area. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in site besides. The Hackney Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes and Pocket Park won't if it's destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which whilst understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Niffery Jackson				S406 - Lea Bridge Station Sites	Yes	No	Yes	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "maximise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound, whilst protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes cannot sustainably, then the development should be refused. Furthermore, these plans are harmful as it will undoubtedly lead to a loss of towers all along the east side of the borough. The number of units and the size of the towers should be kept as it is, as a light industrial site. Waltham Forest needs employment sites - this is already a low employment site (Locally Significant Industrial Site) with good road (A23) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	<p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant environment for all sections of the population in Waltham Forest.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>



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Francoise Cook				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-lock statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Interim Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having site allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Emanuela Cooper				S406 - Lea Bridge Station Sites	No	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. I suggest that Orient Way Pocket Park is retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-lock statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Interim Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having site allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
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Natalie Mady				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound while protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p> <p>The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which it is clear this vulnerable marshland area cannot absorb.</p> <p>Given the current climate crisis it is unsound to suggest destroying the mature trees of the pocket park given the benefits they provide in urban areas such as urban cooling, releasing oxygen, habitats for bats, providing shade and cover and also creating a green space that supports the mental health and wellbeing of the local community.</p>	<p>Retain the pocket park. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off on emergency services is evident. The benefits that trees and green space has for the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced health outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p> <p>A second modification suggested is to reduce the height of the proposed towers and reduce the number of residential units. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics and are no longer relevant to the current context. Housing is needed but we need affordable housing built in a way that isn't detrimental to the existing landscape and green spaces. The number of units should be significantly decreased as the corresponding increase in population would put serious pressure on local green spaces along the Lea like the Marshes and Wetlands. This would be detrimental to the wildlife and biodiversity of the area.</p> <p>which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	No		<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Interference Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. 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				S406 - Lea Bridge Station Sites	No				<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services are evident. The benefits that trees and green space has for the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>			<p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA)</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
	LiJ Brouse			S406 - Lea Bridge Station Sites	No				<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park cant, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. 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	Felicity Jones			S406 - Lea Bridge Station Sites	Yes	No	Yes		<p>The pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes. The plan also strips the area with mental wellbeing, increased biodiversity and protection from pollution, this area should not be developed. I do not think the current plan as sound as they will negatively affect the area and it's inhabitants in a number of ways. Damage to precious wildlife, ecosystems and local biodiversity. This will happen as the area is built on and then further impact will come from the increased population increase in the area. Increased noise, light, traffic, vehicles and pollution will have a hugely negative affect. Decreased mental wellbeing of local residents. Local have relied on the sanctuary of the marshes for decades and opportunity to over look them. Such open green spaces boost mental wellbeing, help reduce crime and help people recover from illness. Creating a multi-use eye law will completely change the place and take something very precious away from locals. A less effective flood plane. The area is a flood plane for the local area. This needs to be kept in tact for greatest effectiveness. The ULS weather is only getting more extreme. Building over a flood plane is unsound.</p>	<p>Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, the impact of tall buildings, the loss of local trees and the loss of flood plain. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket park cant, then the development should be refused. I suggest that Orient Way Pocket Park be retained, a second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it.</p>			<p>The allocation of this site requires the creation of high quality green space.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/urrounding efficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. The plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Nakko Takahashi				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intermediate development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller pocket parks such as Pocket Park that will be destroyed in this construction. Divergent approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be reformed. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are not realistic, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.		-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) and the HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Caroline Day				S406 - Lea Bridge Station Sites	No Response	No	Yes	The inappropriate proposed construction of tall buildings up to 26 storeys when the site is not indicated for tall buildings. The destruction of Orient Way Pocket Park, including 72 mature trees which cannot be replaced with saplings. There is no mention of the impact upon the openness of the marshes which will be major and significant. The positive framing of these structures as "landmark" buildings is essentially a meaningless term and offers no benefit, but indeed detriment, to nearby communities and green spaces.  This area is Flood Plan. 60% of the site is within Flood Zone 2, 22% in Flood Zone 1, 23% in Flood Zone 3 and benefits from flood defences over 0% of the site. There are already a record for flooding close proximity within 100m of the site, and numerous records of sewer flooding in the local area. S402 is within an area with "significant risk. More vulnerable development is only permitted in Flood Zone 3a where it can be demonstrated that the Exception Test is satisfied (i.e. 1) that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and (2) that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.  The Exception Test is not satisfied on other criteria; the development does not provide "wider sustainability since it includes the destruction of a green community space, destruction of mature trees including individuals with TPOs; the introduction of sustained population pressure to adjacent green spaces including the marshes and the elimination of possible carbon sinks/ flood resistance sites. It is unlikely that it can be guaranteed that the site will be safe within its lifetime; previous flood events in close proximity occurred when the threats from climate change were lesser and there were fewer extreme weather events. The risk will only increase and therefore an approach of caution and prevention of possible harm to future residents should be adopted.	Areas within Flood Zone 3a should be eliminated from the site allocation to safeguard future residents from harm. The site area under consideration requires serious adjustment and reduction. The height of the towers should be significantly reduced, and below sea substituted, therefore eliminating no adverse impact on the openness of the marshes. The number of units should be substantially reduced to lessen the impact from population pressure on the biodiversity of the nearby S50 of Waltham Forest Marshes and other green spaces. Orient Way Pocket Park should be retained, since mature trees offer real biodiversity gains than saplings, saplings that may not successfully establish and are not a site for the replacement in any credible and evidence based understanding of biodiversity.	No	More detail may be required, with emerging evidence and new documents being considered.	Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. 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This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Martin Hadley				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intermediate development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller pocket parks such as Pocket Park that will be destroyed in this construction. Divergent approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be reformed. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are not realistic, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) and the HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Colin Dear				S406 - Lea Bridge Station Sites	Yes	No	Yes	The Lea Valley Regional Park Authority considers the proposed development will intrude upon the open landscape character of the Regional Park and the unique sense of removal from the surrounding urban areas. The increased population would cause damage to the natural habitat and biodiversity of the marshes. The proposals are unsound as they make no mention of this impact.  The current proposals will destroy the pocket park area of green space. Notwithstanding the damage to the area the proposals will cause. The area is a Flood risk, as proven in summer 2021, and not suitable for such development. Finally the proposals are not compliant as they do not meet the requirements for affordable housing. At all, this is not a sound proposal.	Reduce height of towers so that they are lower than the recently built towers behind them and do not damage the view from the marshes. Reduce number of housing units to reduce population pressure. Abandon plans to build over the Orient Way Pocket Park.	No	To put forward my case	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Ben Tompkin				S406 - Lea Bridge Station Sites	Yes	No	Yes	I recognise the need for new homes but this proposal talks about optimising the volume of homes, which will put too much pressure on the surrounding green space, and building in height, which will harm the value of the marshes as open green spaces uninterrupted by unnatural structures. There is no mention of a proper sustainability strategy with regard to protecting the surrounding green space and the development itself being carbon neutral and sustainable. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes. The open green space of the Marshes has been a saviour for so many local residents. The benefits of open, unobstructed green space is backed up by over 1000 clinical studies in the last 5 years alone.	A development at this scale should have the environmental impact and sustainable building practices at its heart. This means low rise buildings that complement their surroundings and not obstruct views of green space for local residents. Buildings that use sustainable resources. A building strategy that ensures the development is self sufficient through sustainable energy technologies like solar and wind. This approach needs to be outlined from the start, before any high level permissions are granted.		-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Liz Floyd				S406 - Lea Bridge Station Sites	No Response	No	No	It is inappropriate to build tower blocks next to parkland, and this will introduce further population pressure. Destruction of the pocket park will have a negative impact on the local amenity and presents a flood risk. This loss of particular concern given that Waltham Forest Council rightly acknowledges that access to green space is essential for physical and mental wellbeing. The Lea Valley Regional Park Authority has raised concerns about these and other issues.	Modifications would include reducing the height of the towers and retaining Orient Way pocket park.	No	Because I am an interested resident	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 11 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits. In the community that undergo 'Flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.
Lj Lovelys-Jerovic				S406 - Lea Bridge Station Sites	Yes	No	Yes	I do not consider this Local Plan to be legally compliant and object to the plans at S406 at Lea Bridge Station. The huge population increase and tall towers will destroy the sense of openness of the green space, it will also destroy the biodiversity of the Marshes. It is so rare to find such a open large and biodiverse space in London. (biodiversity makes it even more important to protect it). The council have said that they want to protect and enhance green spaces, but this planned project seems to be doing the opposite of this. They understand and know of the importance of green spaces to people mental wellbeing and physical health - backed up by 100s of clinical studies over the last few years. The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this considerable marland area cannot absorb it. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure in the surrounding marland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics, which whilst understood are the official figures, yet it's clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Monica Presh				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller nature parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket Park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore the park's and Marshes' lack of protection, compared to Epping Forest, is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impact of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept in it's that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-pandemic statistics which, whilst official figures, are outdated. It is now unlikely that population increase at this scale will happen in the next 10 years, therefore the modifications suggested are sound.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (SFFAC).  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.

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Victor Smith				S406 - Lea Bridge Station Sites	Yes	No	Yes	The Local Plan for this site proposes cutting down mature trees and building over a Pocket Park. This is unsound because London is already facing a reduction in green spaces and mature trees are underdevelopment. The loss of open green space is a concern because, as Waltham Forest has rightly pointed out, it is essential for mental and physical health. Overdevelopment encroaching on Hackney Marshes threatens a valuable community resource with innovative tall buildings, biodiversity loss, and overcrowding. Furthermore, this site is a flood plain, and the current environmental crisis will cause greater risk of flooding in London over the coming years. A single mature tree can absorb 12000 litres of water in a year, so planting immature trees 'off site' will not mitigate the flooding that will affect homes and workplaces in this area.	suggest retaining the Pocket Park for the health and safety of local residents. This will preserve vital green space, and retaining mature trees will mitigate the risk of flooding. However, recognizing that affordable housing in London is much needed, it would also be acceptable to modify the Local Plan by reducing the number of new buildings, prioritising housing over commercial space, a new station and community hub (local green space already provides residents and other Londoners with a place to meet and socialise). This will still result in some increased flood risk, but less than extensive overdevelopment would.	-	-	The allocation of this site requires the creation of high quality green space. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus on improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest. The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible. The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Ray Crawford				S406 - Lea Bridge Station Sites	No Response	No	No Response	object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb. The open green spaces of the Marshes has been a haven for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 12,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 25 storey high towers built on a floodplain is reduced.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Delivery Plan (ODP) can be secured. The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements. The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus on improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest. The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) The allocation of this site requires the creation of high quality green space.
Abigail Woodman				S406 - Lea Bridge Station Sites	Yes	No	Yes	I welcome Waltham Forest Council's commitment to protecting Metropolitan Open Land (MOL) in the Borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous tall developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected. Furthermore, the habitats of the marshes "Waltham Forest Marsh (as SSSI), Leyton Marsh and Hackney Marshes " must be protected from the damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, it should be equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound. Cognitively argued objections from local people to this development have been ignored, which is at odds with Waltham Forest Councils claim to want to "promote the right development in the right place at the right scale, creating attractive sustainable neighbourhoods. There is something deeply unappealing about a policy that purports to create attractive and sustainable neighbourhoods but will, in practice, destroy what those already living in those neighbourhoods consider attractive and damage nearby habitats.	The local plan for Waltham Forest must acknowledge that limiting development particularly limiting the height of buildings "is essential if the character of the borough is to be preserved, if the openness of MOL is to be preserved, and if existing communities are to be respected and not destroyed.	No	The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (ODP) can be secured. The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (ODP) can be secured.
-				S406 - Lea Bridge Station Sites	No	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, so the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the Lea rise over its banks, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the west side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the trees should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre pandemic and pre covid statistics, which I understand are the official figures. It is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (ODP) can be secured. The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus on improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Amy Bertles				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed development at S406 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding area. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in SLS details. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will have yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes and Pocket Park won't if it's destroyed, then the development should be refused. I suggest that Crown Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.		Absolutely, so the voices of the local community can be heard.	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar) and the evidence published in the Character Interflection Study. The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development any infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  In April 2023, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC)
Bairstice Colby				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. There is a proposal to get rid of the pocket park which has around 100 trees which are vital to the oxygen levels and biodiversity of the area. The marshes, which are deemed with life are under threat because of additional footfall and there are no new proposed additional amenities to support the area. In addition to this, in 2021, we saw intense flooding in the area - I actually saw manholes pushed into the air with flood water and a drainage system that simply could not cope. Cutting down the pocket park and impacting on the marshes means loss of drainage which puts at danger existing property and livelihoods.	Don't cut down the pocket park - there will be a significant reduction in quality of life in terms of mental and physical health if the park goes. Reduce the number of units and the size of the towers.	Yes	-	The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I Listed Buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided the planning process for any development from these classes that would lead to either substantial harm or total loss of a designated heritage asset.  The allocation of this site requires the creation of high quality green space.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Catherine				S406 - Lea Bridge Station Sites	No	No	No	taking away green space - much needed for wildlife and human mental and physical well being	In my think this - low rise green /eco buildings are the only solution	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas for Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Charlotte Lathane				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'maximise access to Epping Forest and 'integrate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a loss of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as R, that Crown Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC)  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Interflection Study. The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development any infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.

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Rebecca Flint				S405 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller cycle parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p> <p>I also must add that I loved in Hornetown for 20 years, I would go to the marshes regularly. Having that sense of space is absolutely wonderful and an incredibly rare thing in London - in fact I don't know of anywhere else that you can experience that. For me having a decent full of high fives will absolutely destroy the experience of space. Seeing the horizon of trees and of course seeing sunsets is so important, and it has been proven that seeing horizons is really beneficial for mental health. I am from Lincolnshire originally and the marshes replicate this sense of space - I must also add that moving to Walthamstow (after getting priced out of Hackney) was a tough choice, and I have missed the marshes more than anything else. It is a wonderful and unique space. It must be protected for generations to come. A story that the locals say about the marshes "which I think is true, is that the marshes have the largest and most beautiful trees in the borough." <a href="https://www.waltham-forest.gov.uk/infrastructure-delivery-plan-2023-2035">https://www.waltham-forest.gov.uk/infrastructure-delivery-plan-2023-2035</a></p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intermittency Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Dr Daniel Hartley				S405 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller cycle parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Intermittency Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Lea Welton				S405 - Lea Bridge Station Sites	Yes	No	Yes	<p>The proposal to develop the Pocket Park will mean the destruction of a much needed and area of green public open space and the felling of 92 mature trees. The proposal will increase the risk of flooding of the adjoining residential properties, which the Pocket Park plays a vital in preventing and has done for over 20 years. The proposed development will also further increase the level of congestion and pollution in the Lea Bridge area and place pressure on existing facilities.</p> <p>The proposed development is also likely to have a detrimental effect on how the adjoining Walthamstow and Leyton Marshes, by increasing the number of visitors.</p>	<p>Leave Pocket Park as public open space and reduce the height of the tower blocks on sites 1 &amp; 3. The proposal for a tower of 26 stories is completely mad.</p>	No	Because I live in this part of the borough and want my voice heard.	<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Having sites allocated for development ensures that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private or motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Susan Bailey				S405 - Lea Bridge Station Sites	No	No	No	<p>The buildings are too tall. It takes out over a hundred mature trees some which have conservation orders on. It is out of keeping with the surrounding area. Local people don't want it. It blocks local residents right to light as it is too tall. It is really ugly and will block the sunlight in Jubilee park.</p>	<p>Not so tall over the station site. Also I reclaim the sewers and local facilities can't accommodate the extra influx of people</p> <p>Not build on the land which has over 100 mature trees</p>	Yes	-	<p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>Through the evidence published in the Character Intermittency Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Katja B				S405 - Lea Bridge Station Sites	No Response	No	No	<p>I object to these plans massively. I cannot actually believe that this is being proposed. We are in a Climate Emergency, we should be ceasing to build, enhance biodiversity and not destroy the few green spaces we still have. The council did actually declare a Climate Emergency in June 2020. How do these plans go together? The developments, having gone through many painful iterations, we realised how much green spaces are needed for our mental health - our health in general. I for one, did walk around the marshes on a daily basis to keep sane. Once again, we urgently need to protect the spaces we still have and create new ones. The marshes should be legally protected like Epping Forest is.</p>	<p>Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is a new build or the retrofitting of existing property, reducing the dependency on car by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the UK's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p>

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Jan Norris				S406 - Lea Bridge Station Sites	No Response	No Response	No Response	Building on a flood plain Destroying mature trees. Newly planted trees often die and in any case take too long to reach maturity.	Reduce plan to only refurbishment of station. Do not remove any trees. Do not build on flood plain	-	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without an adopted Local Plan, unplanned development could come forward, development of this type usually does not secure the adequate levels of infrastructure and other benefits that are needed and can be obtained through planned development.
Francesco Babolin				S406 - Lea Bridge Station Sites	No Response	No Response	No Response			-	-	This response is noted.
Madda Neeson				S406 - Lea Bridge Station Sites	No Response	No Response	No Response	Destruction and removal of mature trees and green space. Environmental impact on local area.	Do not destroy Pocket Park	No	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	subject to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current outdoor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear this vulnerable marshland area cannot absorb it. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and subject to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-covid statistics, which whilst understandable are the official figures, yet it's clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	This plan is unsound as it would destroy the current pocket park and take down a high number of trees. It would also add further pressure to the area in terms of transport and additional services needed.	I would propose the site is kept as it is or the height of the towers decreased.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to examine hearing session(s)?	If yes, please explain why?	Council's response	
Ellie Snowden				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are a concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in football to the park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Emma Howard				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest from tower block developments is one reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refrained. These plans are harmful as they will undoubtedly lead to a line of towers along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that the Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	It is important for communities to be involved with the future of their area and representatives with expertise in many areas is vital for decisions not just being made around profit, just  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and content of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.	
Samantha Grayson				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are a concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in football to the park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes	Complies with the Reg 19 process  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and content of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and "corridors," wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.	
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRPA) has said these towers are a concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in football to the park, which it is clear this vulnerable marshland area cannot absorb. 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A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRa for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and content of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.  The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and "corridors," wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jennifer Seay Barnes				S406 - Lea Bridge Station Sites	Yes	No	Yes	In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINIC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINIC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes can and Pocket park won't if it's destroyed, then the development should be reframed. I suggest that Orient Way Pocket Park be retained.			The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a reduction of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to allocate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorist vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Sarahannah Whalley				S406 - Lea Bridge Station Sites	Yes	No	Yes	The S406 - Lea Bridge Station proposed development will increase the population and put huge pressure on the marshland. Due to unsustainable population pressure, these plans are unsound. The Hackney side of the Old River Lea is a Site of Importance for Nature Conservation (SINIC) although this is not properly mentioned in the planning proposals, unlike the conservation status of Epping Forest. The proposed development will increase air, light, noise, and traffic pollution on the marshland which is a vulnerable natural site. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINIC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose yet another green space they can spend time and walk dogs in.	Waltham Forest Council understands the need for the protection of green space in the north of the borough, yet they are planning developments that will harm the green spaces in the south of it. The relationship between people and green space should be consistent across the whole borough. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes can and Pocket park won't if it's destroyed, then the development should be reframed. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it's clear that population increase at this scale will not happen in the next 30 years, therefore these modifications suggested are sound.	No		The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:  Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving research/reflecting the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: Sound infrastructure delivery planning; Having no regulatory or national planning barriers to delivery; Deliverable infrastructure delivery planning.
Alex Brittes				S406 - Lea Bridge Station Sites	Yes	No	Yes	I fundamentally disagree with the assertion that the 'Proposed Development' would bring an attractive skyline feature and improve the visual amenity of the view with high quality architecture. It would give rise to a modest but beneficial effect. This is the only effect it's significant. On what basis does building high tower blocks improve the view. As shown from the plans, it obliterates the view. Additional footfall in the area would require additional open green space not less.	To make the plan sound the height of the tower blocks should be practically reduced and new open green spaces created to cater for the additional footfall. High buildings do not per se offer any benefits to local residents in respect of views. They obliterate views.	No	I am responding as I lived locally in Greenwich from 1979-1990. I also used to teach in Tower Hamlets. I have known the Hackney Marshes for many years and feel strongly about protecting them.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Camilla Wilson				S406 - Lea Bridge Station Sites		No				No		This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Janet Rudge				S406 - Lea Bridge Station Site	No	No	No	Building extremely high tower blocks at this site will have significant adverse effects on the green open space of the Lea Marshes, which at the same time incorporates existing open space and most of the trees of the Orient Pocket Park within the site. In view of the Council's stated Climate Emergency, and recognition of the benefits of residential open space to mental wellbeing, these proposals are unsound. Furthermore, the increased traffic that will be generated will increase air pollution in an already congested area.	The buildings should be limited to lower / medium rise to minimise the impact on valuable green open space available to this part of the borough. The proposed development cannot sustainably absorb the impact of the beneficial resources to local residents. The number of additional residences should be reduced to limit increases in population from these proposals, which is likely to be generated.	Yes	I feel it is necessary to be able to emphasise the potential permanent loss to the environmental amenity for the local area.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough, ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  In April 2019, the Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, the Council sets out a strategic objective to build the Borough's climate change resilience by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GVA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	
Penelope Jane Ross				S406 - Lea Bridge Station Site	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore its lack of protection with the marshes, compared to Epping Forest is unsound.  I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which is clear the vulnerable marshland area cannot absorb. The open green space of the Marshes has been a serenity for so many of us local residents. Increased road access, health and wellbeing to a dense urban area, the destruction of the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore its lack of protection with the marshes, compared to Epping Forest is unsound.  The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding, therefore object to the proposed plans for the S406 - Lea Bridge Station as constructing tall buildings of up to 36 storeys near a floodplain is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as the Marshes and Pocket Park can't, then the development should be abandoned. Pressure on a vulnerable natural area that cannot absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	Yes	The HRAs for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The HRAs for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Rambar).  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.	
Jacqui Lewis				S406 - Lea Bridge Station Site	No	No	No	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing, in the north of the borough. Developments must be designed to 'minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore its lack of protection with the marshes, compared to Epping Forest is unsound.  The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding, therefore object to the proposed plans for the S406 - Lea Bridge Station as constructing tall buildings of up to 36 storeys near a floodplain is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as the Marshes and Pocket Park can't, then the development should be abandoned. Pressure on a vulnerable natural area that cannot absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-trend statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	I selected other as my gender is not the point, My view is female.  The HRAs for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The HRAs for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Rambar).  Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.	
Marc Spicer				S406 - Lea Bridge Station Site	Yes	No	Yes	The highway side of the Old River Lea is a file of importance for Nature Conservation (SNCA), a fact not considered in the proposal for the development at S406 - from which the increase in light, noise and air pollution and the huge increase in local population will threaten the carefully preserved biodiversity and protected status of the area. Consider this impact due to unsustainable population pressure on the marshland area.	Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as Hackney Marshes can't and Pocket Park won't if it is destroyed, then the development should be abandoned. I expect the size of the development be significantly reduced to lessen the impact of population pressure on the fragile marshland.	No	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.	

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Michael Dheerth				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effects on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller local parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise. Therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These sites are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is and that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which while understood are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	-	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Hope Lewin				S406 - Lea Bridge Station Sites	No	No	No	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a source for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the rest of life and pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	-	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Luke Teomey				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rise that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station. A construction tall building of up to 26 storey near a floodplain is unsound.</p>	<p>The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,000 gallons of water a year so, should flooding take place on this site, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.</p>	-	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Caroline Cullen				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 1000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a source for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the rest of life and pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.</p>	<p>The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-recession statistics, which while understood are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The local plan policy Biodiversity and Geodiversity will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
					No					No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Alex Blundell				S406 - Lea Bridge Station Sites	No Response	No	No Response	While provision of more affordable homes is welcome in principle, the figures used to justify this scheme have been based on those prepared prior to the events of both of leaving the European Union and the pandemic, both have depressed the need for additional homes in the London area. With this in mind the need for the Covent Way Pocket Park for Luch housing is a very poor choice in view of the damage this development would do to the flood resilience of the immediate surrounding and the negative impact on the setting of Epping Marsh, Walthamstow Marsh, The Fibler beds. All three are a welcome break from the tallness and closeness of London, once surrounded, the damage to their setting cannot ever be repaired. More tall buildings in the vicinity would be tragic. The development preferably should take place at a location that it should be downgraded in ambition and drastically shortened. Simply being close to a transport route, should not be used to justify development above all other grounds. This is over-development and should be resisted.	Build elsewhere or lower the height of the proposals significantly.		I would be interested to show my support to any objections to this development	The allocation of this site requires the creation of high quality green space.
Vytautas Kodyte				S406 - Lea Bridge Station Sites	Yes	No	Yes	I consider the plan to be unsound due to the development being on a site at risk of flooding, and the negative anticipated impact on green space and congestion in the area.  It is known that the site is at risk of flooding, especially with climate change effects becoming more severe going forward. It is common knowledge that drainage and sewage systems in the country are extremely vulnerable to severe rainfall events and the impact this has on river pollution. It is also common knowledge that green spaces help absorb rainfall reducing the risk of flooding. This development is proposing destroying parcels of green space and the natural drainage that it provides. Furthermore, it would introduce housing that will add extra pressure on a sewage system whose capacity is already stretched. Therefore, the development is unsound as it would contribute to the risk of flooding in the area, and the river pollution that will come with it.  Further to the impact on river pollution, additional housing in the vicinity of the marshes will add additional pressure on wildlife in the area. With new residents we would anticipate higher footfall in the marshes, including more dog walkers and higher pollution. This will have an adverse effect on biodiversity of the marshes. The marshes are a treasured green space by many in the local area as well as wider London. The high rise towers will reduce the openness of the space which will have a negative effect on the visitors themselves. The proposed development is unsound due to the range of negative effects it will have on a very significant site of natural capital of London.  Finally, the additional housing in the proposed site will contribute to congestion on roads, street space and public transport in the area. The street space in the immediate vicinity is already congested. The pavement and cycling lanes on the south side of Lea Bridge road are extremely	Based on the arguments outlined above, I consider the best course of action to not develop this site at all, and instead plant a few more trees in the available space.	Yes	-	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: - Research and fact finding, the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Planning or regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Leanne Davis				S406 - Lea Bridge Station Sites	No Response	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be developed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they undoubtedly lead to a loss of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Covent Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be developed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they undoubtedly lead to a loss of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Covent Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.

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Lucia				S405 - Lea Bridge Station Sites	No	No	No	No	The proposed site S405 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather events and tidal rises as are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it's also at risk from tidal flooding, therefore subject to the proposed plans for site S405 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential area. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	-	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensification Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	-	Lee Valley Park Authority has expressed concern that the significantly increased population will affect the marshes negatively. Also the loss of green spaces like Pocket Park, is detrimental to the existing population's mental, physical, and social health.	Leave the green space as they are.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Alex Turner				S405 - Lea Bridge Station Sites	Yes	No	Yes	-			No	-	This response is noted.
Leah Laprade				S405 - Lea Bridge Station Sites	Yes	No	Yes	-	I object to the plans at S405 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the natural of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which will be backed up by over 1000 clinical studies in the last 5 years alone. The Lee Valley Regional Park Authority (LVRPA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. If the site and these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the constant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with projections and previous statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar).  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.  The local plan policy Biodiversity and Goodwelfare will seek to protect and enhance biodiversity and goodwelfare resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Kelby Swales				S406 - Lea Bridge Station Sites	Yes	No	Yes	Tall buildings up to 26 stories - site not indicated for tall buildings increased population pressure Restriction of pocket park Flood risk Risk of impacts on the Marshes Skyline Doc inaccurate in assumptions about 'landmark buildings'. No clarity possible in this location Present planning application not compliant on affordable housing The height of the two towers on Sites 1 and 3 are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and removal from the surrounding urban area.	Reduce height of towers Reduce number of units to reduce population pressure Retain and refurbish Orient Way Pocket Park		Other people can represent this view	Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.
Richard				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the high population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of open green space and biodiversity for our mental and physical health, which is well backed up by over 2000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnectedness from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the park, which is clear this vulnerable marshland area cannot absorb. The open green spaces of the Marshes has been a service for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our health services. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly reduced, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-event statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	It is essential to consult the community that uses these spaces at every stage of the planning process	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The HRPA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The allocation of this site requires the creation of high quality green space.  The local plan policy Biodiversity and Goodwillity will seek to protect and enhance biodiversity and goodwillity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and corridors, 'wild' public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Charlotte Macken				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed development at S406 - Lea Bridge Station will put high population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. The population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in its besides. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting high population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will have yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	This relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, or Marshes Marshes and Pocket park won't if it destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-event statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes		Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRPA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Having no regulatory or national planning barriers to delivery; - Achieving the Government's net zero goals.
				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed development at S406 - Lea Bridge Station will put high population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. The population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area in its besides. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting high population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will have yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	This relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, or Marshes Marshes and Pocket park won't if it destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-event statistics, which whilst understandable are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No		Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as towns and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRPA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The allocation of this site requires the creation of high quality green space.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Having no regulatory or national planning barriers to delivery; - Achieving the Government's net zero goals.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Paul Robert Treacy				S406 - Lea Bridge Station Sites	No	No	No	no consideration of traffic, public transport, GP access, pollution	Do not destroy the pocket park, so many developments in the area going on at the same time, to the detriment of local residents. Affordable social housing is needed - not more private unaffordable developments.	-	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new diversity of development, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, legal and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP's and health facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas.</p> <p>The Local Plan transport policies require measures to ensure connectivity and integration of the public transport network with other transport modes including walking and cycling within and outside the borough. The Local Plan aims to ensure that new development is guided towards sites that are well connected to public transport infrastructure.</p>
Andrea Sinclair				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of green space and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	The modifications I suggest are that the Orient Way Pocket Park site be retained, in light of the clear benefits green space has on our mental, physical and social health. The benefits that trees and green space has for the local and wider community and the resultant pressure this takes off primary care services is evident. This is particularly true in the south of the borough that is more deprived, with a clear link between lower levels of socio-economic status and reduced healthcare outcomes. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figure quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which whilst understandable, the figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	Important to be able to ask questions and hear answers	<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p> <p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The local plan policy Biodiversity and Goodwillity will seek to protect and enhance biodiversity and goodwillity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green 'buffers' and 'corridors', wild public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Raema Ellis				S406 - Lea Bridge Station Sites	Yes	No	Yes	I think these proposals are unsound on the basis that - the borough, despite noting the importance of open green space for multiple reasons, is treating the marshes differently to other green spaces other parts of the borough (notably Epping Forest) with no explanation as to why they are applying their approach differently in different parts of the borough. - on the basis that the tall towers proposed will have an impact on the openness and biodiversity of the marshes (which makes them unique in London) and that this in turn will have an impact on the mental and physical wellbeing of the residents of and already densely populated and deprived part of London. The Lea Valley Regional Park Authority has said these towers will intrude the open character of the regional park and the current visitor perception of openness and getting away from the urban surroundings. The increase in population brought by these towers, will increase footfall in the park and presents a risk to the marshland, additional traffic, will also affect the surrounding roads and air quality and noise, all disrupting the tranquility the marshes provide for animals and humans. - The proposal is to build on a floodplain and, as weather becomes more extreme, it will be at increased risk of flooding. We need to be creating ways for water to drain into the ground, not more making more hard surfaces.	This borough should take a consistent approach to the relationship between green spaces and people across the borough: people from across the borough deserve to be treated equally in terms of the rights and protections afforded to their nearby green spaces and, in turn, to their physical and mental well-being.  If a development cannot sustainably absorb the impacts it brings, which the marshes and the pocket park can't, then the development should be rethought.  I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained and that the number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it and also maintain the sense of openness and disconnection from the urban that the marshes afford and which supports the physical and mental wellbeing of people living in a densely populated and deprived part of the borough.  The local plan must also consider the long-term effects - and costs - on nature and humans of building on the floodplain.	Yes	-	<p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p>
Robyn Cooper				S406 - Lea Bridge Station Sites	Yes	No	Yes	I object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of green space and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	object to the plans at S406 - Lea Bridge Station. The tall towers proposed and the huge population increase this will bring to the area will completely destroy the sense of open green space and biodiversity that the Marshes have, that is so unique in London. Waltham Forest has said it wants to protect and enhance green spaces. It acknowledges the importance of green space and biodiversity for our mental and physical health, which is well backed up by over 3000 clinical studies in the last 5 years alone. The Lea Valley Regional Park Authority (LVRA) has said these towers are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and disconnection from the surrounding urban area. It has also said these towers will generate a regular and sustained increase in footfall to the Park, which it is clear this vulnerable marshland area cannot absorb. The open green space of the Marshes has been a saviour for so many of us local residents. Continued good mental health and wellbeing has a direct impact on the NHS as it puts less pressure on our vital resources. Yet these proposed tower blocks will completely destroy that. Therefore to bring forward these tower blocks and the destruction of Pocket Park, that are going to devastate the open space and biodiversity of the area is unsound and I object to these proposals.	No	-	<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The HRFA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).</p>

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Alexis Cason				S406 - Lea Bridge Station Sites	Yes	No	Yes		Clause 3 & 5.10 of The London Plan 2021 states "The list of impacts of tall buildings in Policy OD Tall buildings is not exhaustive and other impacts may need to be taken into consideration. For example, the impact of new tall buildings in proximity to waterbodies supporting notable bird species upon the birds' flight lines may need to be considered". The Leas Water Works, Water Works, the Walthamstow Marshes, the Hackney Marshes and the River Lea are known for supporting notable bird species which may be affected by the new tall buildings. There are some of the notable bird species present in the local conservation areas which are also included in the BTO "Birds of Conservation Concern 5 publication: Common Sandpiper, Green Sandpiper, Wood Sandpiper, Pochard, Gadwall, Shoveler, Willow Warbler, Linnet, Song Thrush, Reed Bunting (source: https://londonbirds.fandom.com/wiki/Waterworks_NR and https://wt.wwt.org.uk/member-lee-valley-regional-park). I therefore find the Lea Bridge Station Sites plan (S406) unsound.	Alternative sites should be sought for building residential towers, away from areas and water bodies known for supporting notable bird species.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Jennifer Russell				S406 - Lea Bridge Station Sites	Yes	No	Yes		Walthamstow Wetlands are an important area for biodiversity as well as physical & mental wellbeing of local residents. If Epping Forest is protected, then why not the same for Walthamstow Wetlands? Having access to open spaces is highly important, particularly in recent times with the pandemic. Building tower blocks will create noise, pollution, reduce air quality and hinder these open spaces, having a negative impact on physical & mental wellbeing of residents. I also have concerns about the impact of building on floodplains - we've seen an increase in flooding in recent years as the impact of climate change begins to take hold, so I can't see how it's safe to build homes on such an area.	The protection of green spaces should be protected across the borough. I believe this area should be considered against the development, particularly vertical development that will encroach on these precious open spaces.	No	-	The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Hannah				S406 - Lea Bridge Station Sites	No	No	No		Firstly, it is on a flood plain, so building here is a stupid idea. It is highly unethical to build and sell houses on a flood plain. It is exploitative towards those affected by the housing crisis and looking for affordable housing.  Flooded Park is necessary as a green space in the area for mental health, dog walking, children to play in. Removing one of the only small spaces in this impoverished area, where Waltham Forest is protected, is highly unethical and risks of social cleansing.	The modification would be to not destroy the park.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes		As a resident who uses the marshes every day, this has been valuable for the mental health of people living in the area. The open spaces give a great sense of well being and escaping the city. Building high rise tower blocks will ruin this sense for 1000's of people who use the marshes to escape	there was other sites that could be considered. I suggest re think	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Charlie				S406 - Lea Bridge Station Sites	Yes	No	Yes		We need a stronger approach to protecting the marshes (Hackney and Walthamstow) and it seems as though there is an inconsistency in the council's approach towards the protection of two nature conservation sites in the borough - Epping Forest and the Marshes, which is slowly having creeping development appear from different sides, local care no longer in the marshes without seeing tower blocks appearing on the edges in every direction and the recent development in Lea Bridge is a prime example of this. Green spaces are vital resources for the community to have a respite from urban life and have an enormous impact on the wellbeing and mental health of whole communities (and future generations), most notably during the pandemic. The impact of this continued permitted development upon nature wildlife is irreversible and we should be prioritising protecting our remaining natural spaces in London.	I strongly object to future development in the Lea Bridge Station area with high-rise developments. The existing towers have already caused considerable damage to the London skyline from the marshland and the idea that the council would pursue future high-rise developments is out of step with local people's wishes. I would suggest modifications primarily to the height and scale of the development so that they are not visible from the marshes and don't affect the skyline noticeably. More attention needs to be paid to local people's wishes in relation to their own communities, around protection of biodiversity and wildlife, sensitivity to avoiding built environment skylines, and community wellbeing and mental health through the protection of these areas from development causing massive increases in population size and impact of local infrastructure and public services.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
											No	-	

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Sarah Venugopal				S405 - Lea Bridge Station Sites	No Response	No	No	No Response	The proposed site S405 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S405 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Beth Lawson				S406 - Lea Bridge Station Sites	No Response	No	No	No Response	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Franziska Grobke				S406 - Lea Bridge Station Sites	Yes	No	Yes	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Camilla Wilson				S406 - Lea Bridge Station Sites	No	No	No	No	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S406 - Lea Bridge Station Sites	No	No	No	No	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Lola				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Emily Baker				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
John Law				S406 - Lea Bridge Station Sites	No	No	No	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	lot of corruption (Clare Coghlin) got to keep an eye on your dirty deeds ;)	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Aimee Phillips				S406 - Lea Bridge Station Sites	Yes	No	No Response	The proposed site S402 - New Spitalfields Market is located on a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a severe risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S402, as building over 2,750 homes, with a predicted population increase of 5000-6000 people, on a known floodplain is unsound.	I would suggest that the site be returned to marshland in light of the flood risk this area is under, especially with the predicted changes that will occur in the coming years with climate change. The site as marshland has the potential to absorb rising levels of water (its estimated that 1 tree absorbs 11,000 gallons of water a year) and protect other areas of the borough from flooding, while also thriving as a site of biodiversity that marshland brings. Failing this, I suggest the site is left as it is, as a light industrial site where the risk of large loss of homes life and property in the event of flooding is reduced.	Yes	The peoples voices should be heard!	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Luke Twomey				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
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Anna Tokareva				S405 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S405 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S405 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Hilary Jackson				S406 - Lea Bridge Station Sites	No Response	No	No Response	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Lidia Herink				S406 - Lea Bridge Station Sites	No	No	No	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Lidia Herink				S406 - Lea Bridge Station Sites	No	No	No	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Taisha Staine				S405 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S405 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier never fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S405 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Ailbhe Murphy				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier river fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	Yes	To be informed of the new modifications	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Amy Balle				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier river fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.  It is my hope that you can see that the repetition here is the local community trying to communicate something about this proposal.	Yes	Because its essential that the uses of the marshes are heard and included in this	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Jan Birlough				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier river fail, it is also at risk from tidal flooding. Therefore subject to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 1,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed development at S406 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of the conservation status in the proposal as there is around the Epping Forest area. This use of this site is house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore subject to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will lose another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If green spaces near to a proposed development cannot sustainably absorb the impacts of the development, or nearby Marshes Cent and Pocket park won't if it is destroyed, then the development should be reformed. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that sits beside it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which whilst I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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S.Pendar-Hughes				S406 - Lea Bridge Station Sites	No	Response	No	<p>object to the plans at S406 as unsound because:</p> <p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development.</p> <p>Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as the Pocket Park that will be destroyed in this construction.</p> <p>While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. To have two different approaches to the protection of green spaces in the borough is unsound.</p> <p>In addition, the proposed development will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. The Hackney side of the Old River Lea is a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area.</p> <p>The sudden increase in population that would result from this development would bring about unacceptable increased pressure on a vulnerable SINC.</p>	<p>Hackney Marsh should be protected from developments that negatively impact its unique natural environment. It would be unable to sustainably absorb the impacts of the proposed development in terms of population and pollution increases, therefore proposals must be reconsidered.</p> <p>I suggest the modification that the Orient Way Pocket Park is retained to take pressure off the Marshes and continue to provide vital green space to residents.</p> <p>In addition, on the remaining two sites, the number of units " and their heights " should be significantly reduced in order to retain the character of the Marshes and reduce population influx and the resulting pressure this increase would bring to a vulnerable natural area.</p>	No	-	<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p>
S.Pendar-Hughes				S406 - Lea Bridge Station Sites	No	Response	No	<p>object to the plans at S406 as unsound because:</p> <p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development.</p> <p>Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as the Pocket Park that will be destroyed in this construction.</p> <p>While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. To have two different approaches to the protection of green spaces in the borough is unsound.</p> <p>In addition, the proposed development will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. The Hackney side of the Old River Lea is a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area.</p> <p>The sudden increase in population that would result from this development would bring about unacceptable increased pressure on a vulnerable SINC.</p>	<p>Hackney Marsh should be protected from developments that negatively impact its unique natural environment. It would be unable to sustainably absorb the impacts of the proposed development in terms of population and pollution increases, therefore proposals must be reconsidered.</p> <p>I suggest the modification that the Orient Way Pocket Park is retained to take pressure off the Marshes and continue to provide vital green space to residents.</p> <p>In addition, on the remaining two sites, the number of units " and their heights " should be significantly reduced in order to retain the character of the Marshes and reduce population influx and the resulting pressure this increase would bring to a vulnerable natural area.</p>	No	-	<p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>The allocation of this site requires the creation of high quality green space.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p>
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound.</p> <p>While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-lock statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Jonathan McHugh				S406 - Lea Bridge Station Sites	No			<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound.</p> <p>While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park holds over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parks, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-lock statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>

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Andr�o Rodrigues				S406 - Lea Bridge Station Sites	Yes	No	No Response	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Miranda Cochrane				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Will Millard				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Will Millard				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Eamonn Keane				S406 - Lea Bridge Station Sites	Yes	No	Yes	<p>Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while understandable are the official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.</p>	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Isidre Godfrey				S406 - Lea Bridge Station Sites	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing in the north of the borough. Developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have been different approaches to protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is as a light industrial site. Waltham Forest needs employment sites - this is already a low rise employment site (Locally Significant Industrial Site with good road (A12) connections with the potential to create goods railway link to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
				S406 - Lea Bridge Station Sites	Yes	No	Yes	The development could vary easily overwhelm the green space (marshes) that it surrounds and have a detrimental impact on wildlife, waterways, birds etc. Construction on a flood plain is a very dangerous idea and may create as many problems as it solves. Green spaces are essential for mental health and this development will take away the open, peace and beauty of these wild areas.	Modifications would be to out the housing development by two-thirds and have low rise only. It also should be considered not developing at all. The joy of living in the area is likely to be ruined by the development itself. Would suggest as well that population growth in London is likely going to drop since the pandemic and absent of some working and so it may be a wasted investment.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Marcia Vidal				S406 - Lea Bridge Station Sites	Yes	No	Yes	The plans to build here will totally destroy the openness of the natural area which has been so beneficial to thousands of peoples mental health, especially over the past two years. Waltham Forest claims to want to protect green spaces and has put measures in place to do so with Epping Forest so to approach development over the marshes with a completely contradicting attitude is incredibly unsound. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its loss of protection with the marshes, compared to Epping Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of parts, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes and Pocket Park can't, then the development should be refused. These plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that isn't about 8. The figures quoted for population increases are in line with pre pandemic and pre-Brexit statistics, which while I understand are the official figures, it is clear that population increases at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The allocation of this site requires the creation of high quality green space.
Tessa Crichton-Miller				S406 - Lea Bridge Station Sites	No Response	No	No Response	I believe this development to be unsound as it is located nearby a known flood plain and I think it's unwise to build at this time on such sites with the increase risk of flooding due to climate change.	The modification I suggest is to retain Orient Way Pocket park. Evidence shows that a single tree absorbs 11,000 gallons of water a year so, should flooding take place in this area, retaining the trees of pocket park will reduce properly damage to the surrounding area. The height of the towers should also be lower so that the risk level of 26 highly high towers built on a floodplain is reduced.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	Access to greenery in the marshes has been one of the few consistent pleasant escapes possible to me in the last 2 years. This kind of access to nature is very rare in London and one of the reasons that made me want to live on this side of the borough. I believe that further grand scale constructions will further deplete the space, sometimes need more green space and less speculative high-rises.	Respect the importance of the marshes as a key nature site in the life of East London residents. Keeping the marshes wild is the best option. Alternatively minimise as much as possible the impact of the constructions on the identity of the marshes, one of the rare easily accessible open spaces in a busy city, leaving it as a low rise and existing nature to flourish.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the SMI Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Rebecca Moran				S406 - Lea Bridge Station Sites	No	No	The height of the two towers on Sites 1 and 3 are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness and removal from the surrounding urban area.  The development, given its size and location, will generate a regular and sustained increase in footfall to the Park. Whilst the Authority welcomes visitors to the open spaces it needs to be able to manage access to, around and through sites to maintain, protect and enhance the open space and key biodiversity features for which they are valued.	Don't do it at all - Reduce height of towers Reduce number of unit to reduce population pressure Retain Orient Way Pocket Park	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.	
C.Martin				S406 - Lea Bridge Station Sites	Yes	No	Yes	I think the size of the proposed development would be incredibly detrimental to a huge population who use the space for mental health and wellbeing. I work as a counsellor and regularly have clients who describe the positive and life changing effects of visiting open green spaces - often with particular reference to 'openness', 'wildness' and 'freedom'. Tower blocks like this would not only totally ruin this sense of space, a real rarity for Londoners, but also bring a huge influx of population who the demographic (due to the proposed high prices) are not necessarily those who would use the space, or most vulnerable. Additionally it seems impossible that the wildlife and biodiversity will be unaffected by these changes. I believe these plans are unsound and unethical, motivated only by money - complete object.	I believe the only justifiable plan would be to leave the site as it is. I do not see how any buildings at all, even bungalows, would leave the natural life to flourish as it currently, and the huge mental benefits of the space in fact. The only reasonable reason to build here would be for more social council housing - no profitable properties at all. At this is not the intention at all, there is no moral grounds for the development.	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
Asha				S406 - Lea Bridge Station Sites	Yes	No	Yes	I have been a WF resident my whole life, have lived next to and gone to school next to the Marshes. Lea Marshes is a special site for plants and wildlife. It is a haven for the local community who use it for education, recreation and for their mental and physical health. The proposed plans are unsound as they would significantly adversely affect the Marshes and the wildlife and landscape and in turn impacting the local community who use it daily. This I believe would go against the wishes of Waltham Forest Council who recognise the importance of green spaces. In other areas of the borough plans next to Epping Forest are showing consideration for green spaces, I believe this should be the case for the Marshes too.	Due to the nature of the plans above, I believe the only modification in this case would be to leave the site as is, with light industrial use. This is the only way to ensure no disturbance is made to the natural environment.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar).  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Andrew Maguffog				S406 - Lea Bridge Station Sites	Yes	No	No Response	Tower blocks will intrude on the open spaces of the marshes. They will have a detrimental effect on wildlife. It will be many years before the new tree planting will be as effective in absorbing CO2 as the mature trees they replace.  Don't build as high. This will reduce the impact of the buildings on the open spaces and wildlife. Don't cut down the trees. This will maintain absorption of CO2	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.	
George Arabella				S406 - Lea Bridge Station Sites	No	No	No	These are highly used spaces that are important for local residents, residents from afar (I regularly come here for my physical and mental health and wellbeing). These green spaces are ESSENTIAL for so many. We have enough housing blocks in the city. I think it is unfortunate to take away our green spaces. The relationship between people and natural green spaces and their wellbeing is unquantifiable. Please stop chasing money and put out health and natural ecosystems first.  The relationship between people and natural green spaces and their wellbeing is unquantifiable. Please stop chasing money and put out health and natural ecosystems first.	The relationship between people and natural green spaces and their wellbeing is unquantifiable. Please stop chasing money and put out health and natural ecosystems first.	No	this should not go ahead at all	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
									Yes			

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				S406 - Lea Bridge Station Sites	Yes	No	Yes	The height of the two towers on Sites 1 and 3 are of concern in terms of their intrusion upon the open landscape character of the Regional Park and the current visitor perception of openness. The development will generate a regular and sustained increase in footfall to the Park. The Authority needs to be able to manage access to, around and through sites to maintain, protect and enhance the open space and key biodiversity features.	Reduce height of towers Reduce number of units to reduce population pressure Re-use Orient Way Pocket Park	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Marion O'Brien				S406 - Lea Bridge Station Sites	Yes	No	No	The proposed site S406 - Lea Bridge Station is located near a known flood plain. Waltham Forest Council rightly acknowledges that access to green and blue spaces, particularly open green spaces, is essential for physical and mental health and wellbeing but there is an inconsistency in the council's approach towards the protection of two nature conservation sites in the borough - Esping Forest and the Marshes. South of the borough, access to the marshes is being used to support intensive development.	More attention needs to be paid to local people's wishes in relation to their own communities, around protection of biodiversity and wildlife, sensitivity to existing built environment skylines, I would suggest modifications to height and scale of the development (not exceeding 5 floors) to avoid excessive increase in population size which will impact on infrastructure and public services. Provision should be made for social housing. Also retain Orient Way Pocket Park.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Aleccio Casolin				S406 - Lea Bridge Station Sites	Yes	No	Yes	Policy D9 (C.1.3.4) of the London Plan 2021 states: "Where the edges of the site are adjacent to buildings of significant tower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy." In the planning there is no transition in height towards the marshes or in the direction of Orient Way and Jubilee Park. Therefore, the plan is unsound.	The height of the proposed buildings should be reduced significantly and should be lower than the Motion/Beck Square towers.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Isac Vieira				S406 - Lea Bridge Station Sites	No Response	No	No Response	These tall towers will obstruct the open green space that is vital to many peoples mental health	Keep the Orient Way Pocket Park	No	-	The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Marina Palacios				S406 - Lea Bridge Station Sites	No Response	No	No Response	The council of Waltham Forest rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. Protecting this green space and it's biodiversity should be one of the top priorities of Waltham Forest council and it's residents. Spaces such as this have save the mental health of many citizens, specially during the pandemic and the lockdowns and these proposed tower blocks and houses will completely destroy that	If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refrained. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.

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Gosia Inghese				S406 - Lea Bridge Station Sites	Yes	No	Yes	he proposed development at S406 - Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents, will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland areas in SUs besides. The Highway side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will have yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	he relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings, if the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, so Hackney Marshes car and Pocket park won't if its destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that cant absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which while I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	-	-	Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Susan Kay				S406 - Lea Bridge Station Sites	No	No	No	The high rise aspect is detrimental to nature & rescue should an emergency arise on 50 storey blocks Grenfell nightmare in the making.	Housing is needed but why not convert old factories instead of causing this variation of already facility to Hackney residents?	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Peter Mills				S406 - Lea Bridge Station Sites	Yes	No		The planned towers are too high for the area.	Reduce the height of the planned development	-	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Rosie Nykanen				S406 - Lea Bridge Station Sites	Yes	No	Yes	Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea level rise, therefore its lack of protection with the marshes, compared to Epping Forest is unsound.	I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained.	-	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Daniel Felca				S406 - Lea Bridge Station Sites	No	No	No	its a crime to destroy green areas, we have enough concrete buildings around. Think of it once the green area is gone its gone forever, the best thing we have in the area is the green spaces		No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S406 - Lea Bridge Station Sites	Yes	No	Yes	Should be moved away from green areas		-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Hugo McGuire				S406 - Lea Bridge Station Sites	No	No	No	This will ruin a beautiful green space which we see less and less of in London, and at the same time make a few rich landlords even richer.	Do not build the buildings.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Hannah Pope				S406 - Lea Bridge Station Sites	No Response	No	No	It's the same points that the proposed housing is really being created to generate huge profits not affordable housing for local people and the destruction of the environment.	Insist every single apartment/home is offered to locals at 25% under the valuation price of other owned homes in the area.	No	Local people and the respective professionals like ecologists need to be heard.	There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Eleanor Bill				S406 - Lea Bridge Station Sites	Yes	No	Yes	I believe building large, multi-storey buildings some close to a floodplain is unsound in terms of risk level. Building on/ near to the Marshes reduces its habitat as a marshland, which also contributes to stopping flooding and reduces biodiversity and if this building work occurs it will increase the risk of flooding to nearby residents.	Retain Orient Way Pocket Park. Reduce height of towers, especially as they are built on assumptions made pre-Brexit and pre-COVID which assumes more migration into London than is now projected.	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
David Boote				S406 - Lea Bridge Station Sites	No	No	No	The target for new homes is too high given the relatively small areas of land involved.	The target for new homes should either be omitted or reduced to that possible with a maximum height of 3 floors.	No	-	The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2023/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,930 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.

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Asha				S406 - Lea Bridge Station Sites	No Response	No	No	As someone who works in community mental health, I have seen firsthand the importance of these wide green public spaces for local people. The completed marshes are one of the best things about London. It will completely destroy this unique part of London, not to mention the biodiversity of the marshes themselves if they are built on in this way.	Please do not do this, build the flats elsewhere not on green land that can never be recovered once this is done.		this is very important	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Amy Story				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Therefore object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 21,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce property damage and potential loss of life to the surrounding residential areas. The height of the towers should also be lower so that the risk level of 26 storey high towers built on a floodplain is reduced.	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Alex Miller				S406 - Lea Bridge Station Sites	Yes	No	Yes	The proposed site S406 - Lea Bridge Station is located nearby a known flood plain. If it is built on, this site will be there for many years to come. More extreme weather, river and tidal rises are predicted due to the climate crisis, creating a serious risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. Thus, I strongly object to the proposed plans for site S406 - Lea Bridge Station as constructing tall buildings of up to 26 storeys near a floodplain is unsound.	The modification I suggest is to retain Orient Way Pocket Park. Evidence shows that a single tree absorbs 21,000 gallons of water a year so, should flooding take place in this area, retaining the trees of Pocket Park will reduce both property damage and the potential loss of life to the surrounding residential areas. The height of the towers should also be lower to reduce the risk level of 26 storey high towers built on a floodplain.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
Peter Mudge				S406 - Lea Bridge Station Sites	No Response	No	No	This site is occupied by a pocket park. The pocket park was created as compensation for the loss of open space when Orient Way was created. Orient Way still exists, therefore there is no justification for removing the pocket park. This site is very close to the Waterworks Centre with its adjacent nature reserve and to the Lea Valley Riding Centre which occupies part of Leyton Marsh. If the development goes ahead it will lead to a huge increase in visitors to both areas, since they will be far more easily reached from the site than any other open spaces. Both of these areas would be ruined, not just by increased footfall (of both human beings and dogs) but also by increased littering, noise and lighting. Tall buildings on this site will seriously detract from the sense of openness of this park of the Lea Valley Regional Park. These problems have been acknowledged by the Lea Valley Regional Park Authority. The plans are based upon out-of-date assumptions about population growth. Current estimates of population growth are much lower. The need to protect Epping Forest from the adverse effects of development have been acknowledged by Waltham Forest Council. The need to protect the Lea Valley is even greater, because it is closer to central London.	Keep the site as a pocket park (or remove Orient Way). Reduce the use of the development. This will be most easily achieved by reducing the height of the towers.	-	-	Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
-				S406 - Lea Bridge Station Sites	Yes	No	Yes	This damages the quality of local public green space	Restricting building heights	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The SANG strategy will be delivered as part of the Local Plan to ensure the spaces identified within it see improvements as development comes forward.

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Jack Barnett				S406- Lea Bridge Station Sites	Yes	No	Yes	Protecting Epping Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound	I suggest the modification that this site be kept as it is, that Orient Way Pocket Park is retained. The number of units and the size of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can't absorb it. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting, pollution and the impact of tall buildings	-	-	The allocation of this site requires the creation of high quality green space. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Tanbir Rahman				S406- Lea Bridge Station Sites	Yes	Yes	Yes	-	-	No	I would like to modify the site allocation specifically to flag Approach where all the area should be area of change of employment.	As per Local Plan Part 1 - Policy 26, The site allocation requires that commercial floorspace is provided as part of new development that is aligned with the "acceptable uses" set out in Clause A. Class B (ii) will ensure that new development on this site will provide either the full replacement or the intensification of existing industrial capacity and that landowners should, where appropriate, work with landowners of adjacent sites in order to make the most efficient use of land.
Rebecca Stewart				S406- Lea Bridge Station Sites	Yes	No	Yes	The proposed development at S406- Lea Bridge Station will put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits besides. The Hackney side of the Old River Lea being a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. In addition to this, the destruction of Pocket Park will put further population pressure on the marshes as local residents will have yet another green space they can spend time and walk dogs in. Due to unsustainable population pressure, these plans are unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, so Hackney Marshes and Pocket Park won't if its destroyed, then the development should be refused. I suggest that Orient Way Pocket Park be retained. A second modification suggested is the number of units and the size of the towers should be significantly decreased, to reduce population pressure on the surrounding marshland area that can't absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 10 years, therefore these modifications suggested are sound.	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Diego Fernandez Fernandez				S406- Lea Bridge Station Sites	No Response	No	No Response	It is unsound because it will affect Hackney Marshes in general and will result in the destruction of pocket park and over 100 trees	These plans should be reframed to be sound. The relationship between people and green space is fundamental (even more so in times of a pandemic). Developments like this that harm the Marshes and Pocket Park cannot be accepted.	No	-	The allocation of this site requires the creation of high quality green space. The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Jane Third				S406- Lea Bridge Station Sites	No	No	No	The marshes are an essential place for people in the surrounding built up areas to connect with nature, and filling the gullys with apartment blocks would devastate this resource.	-	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)
Suzanne Welch				S406- Lea Bridge Station Sites	No	No	No	Planting 5 new trees is not equal to cutting down 1 mature tree which is already a habitat.	Do not cut down the trees.	No	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
										No		

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Laura Warrington				S406 - Lea Bridge Station Sites	No	No	No	It is completely unsound, there are already too many developments in the area harming wildlife and existing ecosystems.	The site needs to be reduced in size and a full consultation with local residents needs to take place to find another site			The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.
Stephen Smith				S406 - Lea Bridge Station Sites	No	No	No			No		This response is noted.
				S406 - Lea Bridge Station Sites	No Response	No Response	No Response					This response is noted.
GM Ford				S406 - Lea Bridge Station Sites	No Response	No Response	No Response					This response is noted.
				S406 - Lea Bridge Station Sites	No	No	No			No		This response is noted.
				S406 - Lea Bridge Station Sites	No Response	No Response	No Response					This response is noted.

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				S406 - Lea Bridge Station Sites	Yes	No	Yes					This response is noted.
Sophia Wong				S406 - Lea Bridge Station Sites	No	No	No Response			No		This response is noted.
				S406 - Lea Bridge Station Sites	No	No	No					This response is noted.
Samantha Grayson				S406 - Lea Bridge Station Sites	Yes	No	Yes				Compliances with the Reg 19 process	This response is noted.
Georgina Turnbull				S406 - Lea Bridge Station Sites	No					Yes		This response is noted.
Lucie Charles				S406 - Lea Bridge Station Sites	Yes	No	Yes					This response is noted.
										Yes		

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Kyren				S406 - Lea Bridge Station Sites	No	No	No			No		This response is noted.
Chris				S406 - Lea Bridge Station Sites	Yes	No	No Response			No		This response is noted.
Hannah Pope				S406 - Lea Bridge Station Sites	No Response	No	No	The housing proposed is not being designed with local people in mind, it's a prime location for luxury homes and will sell at a premium which will cut out and disintegrate local communities. Dreadful plan, when will greedy humans realise that you can't eat money. We must take care of our planet and each other in order to feel fulfilled and truly content. The natural ecosystem will of course be destroyed and polluted by the build project too.	Completely scrap this idea and talk to locals on how and where to build affordable homes	No	Local people and the respective professionals like ecologists need to be heard.	This response is noted.
Michael Moon				S406 - Lea Bridge Station Sites	Yes	Yes	Yes			Yes		This response is noted.
Tamara Roper				S406 - Lea Bridge Station Sites	No	No	No			No	Public interest	This response is noted.
				S406 - Lea Bridge Station Sites	No					Yes		This response is noted.

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				S406 - Lea Bridge Station Sites	No				<p>1. The buildings are up to 26 storeys. I can see no evidence that the sites have been indicated for tall buildings of that size. Also, they will tower massively over anything else in the area.</p> <p>2. The number of new residents the proposals will bring to the area will put undue pressure on local infrastructure.</p> <p>3. The plans are unsound because it will see the destruction of a pocket park - this is against the council's of own policy of introducing more green space.</p> <p>4. The areas where for these proposed developments pose a flood risk</p> <p>5. The plans don't discuss the impact of these huge developments on the (protected) marshes they abutt.</p> <p>6. Present planning application not compliant on affordable housing - not enough affordable housing in these plans.</p> <p>7. Judging by the number of empty apartments in some of the huge high rise blocks around, for example, Bricklane Rd - why is the council persisting in these sorts of developments? They're not selling - so why build more? It seems like an unsound plan to me.</p>				This response is noted.
				S406 - Lea Bridge Station Sites	No							This response is noted.	
				S406 - Lea Bridge Station Sites	No	No	No					This response is noted.	
Sarah Rusbridge				S406 - Lea Bridge Station Sites	Yes	No	Yes					This response is noted.	
Neil White				S406 - Lea Bridge Station Sites	Yes	No	Yes			No		This response is noted.	
				S407 - Former Leyton F.C. Football Ground	No	No	No			No		This response is noted.	

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				S407 - Former Leyton F.C. Football Ground	No	No	No			-	-	This response is noted.
				S407 - Former Leyton F.C. Football Ground	No	No	No			-	-	This Response is Noted.
David Cato				S407 - Former Leyton F.C. Football Ground	No Response	No	No	This is not residential land	Do not build residential properties on the land	-	-	The Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of sports playing pitches.
So				S407 - Former Leyton F.C. Football Ground	No Response	No	No Response	Removal of current trees and green areas is not acceptable. This part of the Borough and Leyton in particular does not have the infrastructure in place to support your proposal. Modal road closures proposed are ridiculous. It's a matter of squeezing as many people as possible in and making money. Even most of our local councillors can't bear to live here.	Keep existing trees up and wooded areas intact. Proposed modal traffic controls in Windsor Rd is just so ridiculous. What bright spark thought of that. It just blocks people in and will cause more parked / traffic, jams / less footfall to local businesses.	-	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Susan Penfold				S407 - Former Leyton F.C. Football Ground	No	No	No	This land is earmarked in the local plan as a Asset of Community value to be retained for the community in this deprived area as a football ground where football should be played, since aging young people to develop a love of exercise and team sports. To be housing is not what this land is to be used for this land is also a flood plain and flats built here will take away valuable open off land and cause flooding in the area.	The land should be kept as a football ground for community use in a deprived area with very little open space.	-	I feel there is too much emphasis on building on open space without considering the long term impact on communities of over development.	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response		Save the Via bridge road football ground. It is historic and can provide football for the local community	Yes		This response is noted.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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Rhys Martin				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response		Save Lea Bridge Road football ground (Hare and Hounds) it should be a place of community asset. It is one of London's oldest football grounds and can provide the local community with football opportunities. A 4g hired pitch here would make continual money	No	-	This response is noted. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response	Because you are destroying the history of a local team: Professional football club. Instead of destroying it, why not support it and try to rebuild it? Local surrounding boroughs would like to hire and use a football stadium that generates income and football provisions for all. ***We've removed personal information such as name, phone, email to protect user identity***		No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Billy Reid				S407 - Former Leyton F.C. Football Ground	No	No	No	The site is an asset of community value and should be renovated as a football ground where possible, perhaps for Leyton Orient youth & women's teams. That would add great value to the local area.	Work with local team Leyton Orient to renovate the ground to a non league standard for their women's & youth teams and put flats in each corner similar to their ground in Brisbane road.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches. The Local Plan requires the protection of MCL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MCL will be assessed as part of this process.
				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response	I wish for the Hare and Hounds ground (Leyton Stadium) and spiritual home of Leyton Football Club to remain a football ground for the benefit of the local community. #SaveTheHareandHoundsGround	I wish for the Hare and Hounds ground (Leyton Stadium) and spiritual home of Leyton Football Club to remain a football ground for the benefit of the local community. #SaveTheHareandHoundsGround	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches. This response is noted.
Save Meurs				S407 - Former Leyton F.C. Football Ground	No Response	No	No	I think that it's imperative that the site remains a football ground for the benefit of the community.		No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response	There is a real shortage of football grounds for teams that play in this part of London - many have to share at other clubs at the moment but need a home of their own (eg Sporting Machine, Broomfield Town, West Essex). This space has a proud history of being a football club and it should be in the future - rather than knocking down our cultural history, it should be allowed to continue and thrive. The benefits of a community football club to local population are well documented (Clapton CFC is a great example, engaging local youths and collecting for good causes eg Maggie Trust, food banks etc)	Keep the space as a football ground for local teams to renovate (at their own cost) and use.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.

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Nigel Kenneth Lovell				S407 - Former Leyton F.C. Football Ground	No Response	No	No	There has not been enough consultation nor the opportunity for this historic ground to remain as a football ground. This is an historic ground with a proud history and it is appalling that the council want to build flats for the rich on it.	The ground should be retained as a football ground and tenants found for it. This council have been steadily selling off all the recreational ground in the borough - The Score Centre for example, and as a resident this is not acceptable.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
-				S407 - Former Leyton F.C. Football Ground	No Response	No	No	Ground is of huge amount of local and historical significance.  Ground could be developed for local use with local non league clubs occupying it.  Take a look at the old Baldock Town ground to see what can be achieved for the community!!	Use the land for its purpose - which is as a football ground!  Leyton does not need more flats!	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Matthew Baker				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No	The area should remain a football ground for a local team, preserving a long history and heritage of local football on this site.		No	-	The Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of sports playing pitches.
K				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes	TEST RESPONSES FROM COUNCIL OFFICER	TEST RESPONSE FROM COUNCIL OFFICER	No	-	This response is noted.
K				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response	test	test	No	-	This response is noted.
Claire Wells				S407 - Former Leyton F.C. Football Ground	No	No	No Response	It is well behind time and the Council is allowing prospective developers to bring forward proposals on the basis that it has been agreed.	Suspend existing planning applications until this new Local Plan has been fully agreed.	No	The plans for the south of the borough are unprecedented and mark a significant change from the existing Local Plan. Yet some of the specifics are already being committed to by developers and the Council.	This response is noted.
										Yes		

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Francesco Baboin				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response			-	-	This response is noted.
-				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes			No	-	This response is noted.
-				S407 - Former Leyton F.C. Football Ground	No					-	-	This response is noted.
David Symonds				S407 - Former Leyton F.C. Football Ground	No Response	No Response	No Response		<p>The following representations are submitted on behalf of Wingate Stadium Ltd.</p> <p>We welcome the general designation of the Former Leyton F.C. Football Ground as a location to focus regeneration in the Borough.</p> <p>The site is in private ownership, the facilities are in disrepair and substantial sums would be required to enable any beneficial use. The site does not fulfil any function in relation to public open space.</p> <p>Redevelopment of the site could however ensure that the site makes a positive contribution to the regeneration aims of the area and could deliver a number of benefits commensurate with policy objectives outlined in the draft Local Plan.</p> <p>Development would contribute to Local Plan targets of providing circa 23,000 new homes from such strategic locations, and the wider Borough target of delivering 27,000 additional homes by 2035.</p> <p>Wider strategic objectives would also be met through the provision of health and community infrastructure, and the enhancement of the natural landscape environment.</p> <p>With regard to the overall site requirements, we note in particular that the latest consultation document has been amended to provide that development of the site should seek to optimise site capacity and deliver "around 100 new homes". The notional figure has been reduced from the previous target of 140 units, which had been arrived at following the detailed architectural capacity analysis commissioned by the Council.</p>		-	This response is noted.
				S407 - Former Leyton F.C. Football Ground	No Response							This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes					This response is noted.
				S407 - Former Leyton F.C. Football Ground	No Response	No	No					This response is noted.
				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes					This response is noted.
				S407 - Former Leyton F.C. Football Ground	No Response	No	No Response					This response is noted.
				S407 - Former Leyton F.C. Football Ground	No				risk of flooding.			This response is noted.
G.M.Fold				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes					This response is noted.
Ian Buckle				S407 - Former Leyton F.C. Football Ground	Yes	Yes	Yes			No		This Response is Noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S408 - Church Road / Estate Way L55	Yes	No	Yes	<p>The proposed Site Allocation S408 refers to the redevelopment of the site for an "industrial-led mixed use neighbourhood." This would require more industrial floorspace than the "Employment L55 compliant industrial" floorspace capacity, as set out under the "Site Requirements". As such in terms of "soundness" the Site Allocation is not "effective" in terms of delivering the site requirements which are the replacement of industrial floorspace. In addition, whilst the Site Allocation refers to "industrial" use, other commercial uses should also be considered acceptable.</p> <p>In addition, the Planning Status of the site refers to "Planning application submitted for part of site - ref. 312121". There is no record of this planning application having been submitted to the Council for the redevelopment of part of the site. Furthermore, if a planning application has been submitted for part and not all of the land within the site allocation, this does not preclude individual sites coming forward with their own development proposals for individual land holdings within the Site Allocation. As such, whilst it is recognised that there is an overarching Allocation underpinning the Site Allocation, this does not stop individual sites being the subject of planning applications.</p>	<p>The Site Allocation reference to "Comprehensive"/"Industrial-led" and "industrial" should be removed. The Site Allocation should state "redevelopment of existing industrial location to provide a mixed use neighbourhood, subject to the two stage 'masterplan process'."</p>		-	<p>Waltham Forest has an identified need to provide additional industrial floorspace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorspace, and the intensification of industrial provision is encouraged.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The Inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <ul style="list-style-type: none"> <li>•Positively Prepared</li> <li>•This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</li> <li>•Justified</li> <li>•This means that the Local Plan should be based on a robust and credible evidence base involving: <ul style="list-style-type: none"> <li>•Research/Fact Finding: the choices made in the plan are backed up by facts.</li> <li>•Evidence of participation of the local community and others having a stake in the area, and</li> <li>•The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> </li> <li>•Effective</li> <li>•This means the Local Plan should be deliverable, requiring evidence of: <ul style="list-style-type: none"> <li>•Sound infrastructure delivery planning;</li> <li>•Having no regulatory or national planning barriers to delivery;</li> <li>•Delivery partners who are signed up to it; and</li> <li>•Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> </li> <li>•The Local Plan should be flexible and able to be monitored.</li> </ul> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan, Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p><a href="https://www.london.gov.uk/infrastructure/transport/infrastructure-delivery-plan">Local Plan Infrastructure Delivery Plan</a></p>
				S408 - Church Road / Estate Way L55	No	No	No	<p>There should not be potential for heights which would affect the local area. Further, additional traffic on Marsh Lane and Church Road would affect safety of local school children and park goers. Indeed, speed limits are not respected on Church Road with many accidents each year. The site should be considered for community use.</p>	<p>There should not be potential for heights which would affect the local area. Further, additional traffic on Marsh Lane and Church Road would affect safety of local school children and park goers. Indeed, speed limits are not respected on Church Road with many accidents each year. The site should be considered for community use.</p>		-	<p><a href="https://www.london.gov.uk/infrastructure/transport/infrastructure-delivery-plan">Local Plan Infrastructure Delivery Plan</a></p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling Guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Ian Buckle				S408 - Church Road / Estate Way L55	Yes	Yes	Yes	-	-	No	-	This Response is Noted.
Claire Weiss				S408 - Church Road / Estate Way L55	No	No	No	<p>The draft Local Plan includes within this area a primary school which should not be threatened with the status of being in a development area. The school buildings include an 1876 Leyton National School Board heritage asset that should not be disturbed.</p>	<p>Remove Willowbrook School from the specification of S408.</p>		-	<p>The plans for the south of the borough are unprecedented and mark a significant change from the existing Local Plan yet some of the specifics are already being committed to by developers and the Council.</p>
G M Ford				S408 - Church Road / Estate Way L55	Yes	Yes	Yes	-	-	Yes	-	This response is noted.
Francesco Babolin				S408 - Church Road / Estate Way L55	No Response	No Response	No Response	-	-	No	-	This response is noted.
										No		

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				S408 - Church Road / Estate Way US	Yes	Yes	Yes						This response is noted.
				S408 - Church Road / Estate Way US	No	No	No						This Response is Noted.
Francesco Babolin				S409 - Low Hall Depot	No Response	No Response	No Response						This response is noted.
Mi Victoria J Love				S409 - Low Hall Depot	No Response	No Response	No Response		The project is unsound because it is on a flood plain. There are already problems with drainage along South Access road which have worsened since the building of properties further up the road by the pump museum. Furthermore there was extensive flooding in this area earlier this year which was damaging and is likely to continue to be a problem as the consequences of global warming continue to impact. It is frightening and irresponsible to propose such developments. Furthermore, access to Leabridge Road only, which will increase traffic in one of the busiest roads in the borough.	Relocate the depot if you have to but locate new dwellings in a place other than a flood plain.	No		Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shifts to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developer's development will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Julian Cheyne				S409 - Low Hall Depot	No Response	No Response	No Response		The Low Hall neighbourhood will be damaged by the inappropriate over development of the area. The increase in population and the construction of a tall building of up to 16 stories. Low Hall fields is a vital local open space well used by local residents and, in particular, for children sports. A tall building next to this sports field will damage the sense of openness of the green open space and the extra population will add to the pressure on that space.  South Waltham Forest and this area are already densely populated and deprived areas. Other parts of Waltham Forest should be expected to carry an equal load. These areas do not need more housing, which should be built elsewhere, but they do need green open spaces. This development inflicts harm by increasing the density and by adding to the pressure on an already well used vital local open space.  Waltham Forest has already shown a lack of appreciation of the importance of this space by agreeing to hand over the green space to an entertainment company for most of the summer of 2022. It showed no appreciation of the importance of this space for the health and well being of local residents and children. It was only prevented from doing so, after giving permission, by the intervention of Sport England. Local authorities like Waltham Forest are lazier on making money out of these spaces than in protecting them for local residents and those who actually pay for their upkeep. Strong protection of these spaces has to be built in to local plans by independent inspectors at Local Authorities like Waltham Forest may write policies but they do regularly ignore those policies when decisions are made.  The Draft Skyline study includes yet another reference to landmark buildings, apparently needed to enable residents to find their way around.	Over development should be avoided. The number of units should be reduced to lower the density of the development to take account of the fact that the area is already densely populated and deprived by comparison with other parts of the Borough. This should also be done to reduce the population pressure on the neighbouring open space and the Marshes. The site should be designated for low rise development so that it does not affect the sense of openness and the visual amenity of the local green open space and the Marshes. Green open spaces are vital to the health and wellbeing of residents, as is acknowledged in Waltham Forest policies. Housing sites should be built in other less densely populated and deprived areas of Waltham Forest.	No	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lea Valley Regional Park (Special Protection Area (SPA) and Ramsar)  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 15 year minimum housing target for Waltham Forest of 1,246 new homes (1,246 per year) based on a London-wide assessment of capacity/available sites in 2021/28. The original draft London Plan figure was equivalent to approx. 1,880 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,812 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Abigail Woodman				S409 - Low Hall Depot	Yes	No	Yes		I welcome Waltham Forest Council's commitment to protecting Metropolitan Open Land (MOL) in the Borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous tall developments in Upton and Leabridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.  Furthermore, the habitats of the marshes "Walthamstow Marsh (as SSSI), Layton Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, to should our equally important green spaces flanking the rest of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be constant across the Borough, and developments should seek to protect habitats from damage caused by intensification. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.	Yes	The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Local Plan requires the protection of MOL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MOL will be assessed as part of this process.
											Yes		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Larissa Lockwood				S409 - Low Hall Depot	Yes	No	Yes	<p>Hi risk housing at Low Hall Depot will put huge population pressure on the local area: flood risk, air pollution, noise pollution, pressure on services that don't even exist (try getting a GP appointment in the Low Hall area – impossible) and surrounding marshland, allotments and biodiversity. The allotments in particular are a precious local resource – benefiting people's health and wellbeing as a quiet respite. To have these overworked and built upon will lead to a loss in wellbeing, a loss in biodiversity and a much higher likelihood of flooding on a site that already floods. Who builds a Floodplain when you look at the projections of flood risk in Waltham Forest? It doesn't make sense.</p> <p>In the planning proposals, there is absolutely no mention of the impact thousands of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. The backing side of the Old River is a Site of Importance for Nature Conservation (SINC), yet there is no adequate mention of this conservation status in the proposal as there is around the Epping Forest area. This use of this site to house thousands of people is putting huge population pressure on a vulnerable SINC that will not be able to withstand the weight of increased pollution, congestion and population density, therefore I object to this proposal as it is unsound. Due to unsustainable population pressure, these plans are unsound.</p>	<p>Protect the marshes and Cheyne Fields allotments! Building right up to the boundary puts them at risk.</p> <p>The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of cars, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, as the Marshes and Cheyne Fields allotments can't pocket, then the development should be outweighed – no high housing.</p> <p>I suggest that Low Hall site not be used for multi-storey housing and should instead be saved as a carbon and biodiversity sink and flood relief.</p> <p>The figures quoted for population increase are in line with pre-pandemic and pre-Brexit statistics, which whilst I understand are the official figures, yet it is clear that population increase at this scale will not happen in the next 20 years, therefore these modifications suggested are sound. People will also leave the borough – as many are already doing so – because of all these unnecessary developments ruining people's quality of life and putting their homes and livelihoods at risk of flooding, the beginnings of which we started to see this summer.</p>	Yes	Most people don't even know about these planned developments and they are going to undermine their health and wellbeing and possibly flood their homes and livelihoods.	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 – Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Lee Valley Regional Park (Special Protection Area (SPA) and Ramsar)</p>
Jane Burnett				S409 - Low Hall Depot	Yes	No	Yes	<p>The proposed site S409 - Low Hall Depot is located nearby a known flood plain. If it is built on, this site will be there for many years to come. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. We experienced significant flooding in the area in July this year. The proposed development will also put huge population pressure on the surrounding marshland. In the planning proposals, there is absolutely no mention of the impact hundreds of new residents will have on the Marshes and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area it sits beside. I therefore object to the proposed plans for site S409 - Low Hall Depot as constructing tall buildings near a Floodplain as well as unsustainable population pressure is unsound.</p>	<p>I suggest that the number of units and the height of the buildings should be significantly decreased, to reduce flooding risk and population pressure on the surrounding area that can absorb it.</p>	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 – Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p>
-				S409 - Low Hall Depot	Yes	No	No Response	<p>This is a large number of homes, potentially 700, on what is the flood plain. This is a vulnerable area, there was local flooding around Dagenham Brook only last year.</p> <p>In addition, there is also the potential poor air quality along housing right next to a light industrial area, with recycling/waste disposal</p>		No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 – Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p>
Camilla Wilson				S409 - Low Hall Depot	No	No	No	<p>The proposed site S409 is located on a known flood plain. If it is built on, this site will be there for many years to come. The allotments opposite flooded last year. With more extreme weather, river and tidal rises that are predicted with climate change, there is a risk of flooding on this site. Should the London barrier ever fail, it is also at risk from tidal flooding. I therefore object to the proposed plans for site S409, constructing tall buildings of up on a Floodplain is unsound</p>	<p>This site should be considered as a flood plain mitigation. Therefore low density building is the most the site can take with green spaces to absorb the flooding. We have had experience of flooding in the area. Therefore low rise, low risk, low density building interspersed with areas of green can measure to mitigate flooding potential is the only sound use of this space.</p>	-	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 – Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that the development does not increase flood risk either on or off the site.</p>
Fred				S409 - Low Hall Depot	Yes	Yes	Yes			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S409 - Low Hall Depot	No	No	No			-	-	This response is noted.
G M Ford				S409 - Low Hall Depot	Yes	Yes	Yes			-	-	This response is noted.
Sybil Ritten				S410 - Leyton Leisure Lagoon	No Response	No	No Response	This site is one of 2 sites hosting a swimming pool for the south of the Borough. Both are under proposals for more housing. The wording of the proposal does not specify a retention or replacement swimming pool so is not effective in maintaining a good provision of exercise and recreation facilities for areas which have proportionally poorer and unhealthier populations	The wording should specify the retention or replacement swimming pool.	No	-	<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p>
Suzanne Welch				S410 - Leyton Leisure Lagoon	No	No	No	This is a very well used community facility. In a time when so many people are overweight and obese, why are you removing facilities that help reduce this?		No	-	<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to ensure that there is an adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough, ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough over its lifetime. It includes projects to ensure adequate infrastructure provision that is relevant to waste, transport, education, utilities, health, culture, sports, the emergency services, and green infrastructure comes forward alongside development in the Local Plan.</p> <p>The site allocation requires that commercial floorspace is provided, ensuring that the site still provides economic opportunities.</p>
Markus Hopf				S410 - Leyton Leisure Lagoon	Yes	Yes	Yes			No	-	This response is noted.

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Bella Donnelly				S410 - Leyton Leisure Lagoon	No Response	No	No Response	LBWF knocked down Leyton Baths against strong opposition to replace it with the Leisure Lagoon - so just how sound is your next exploit of rigging the current Leisure Lagoon, especially when with a Climate Emergency the continual knocking down and rebuilding uses up mega amounts of polluting cement & other building materials	We just leave it alone (apart from the ridiculous putting out stop onto the pavement that gets so battered it has to be repaired regularly), not to mention the damage that painted stop does to people's smitex and pushchairs etc	-	-	In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is inline with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Camilla Cox				S410 - Leyton Leisure Lagoon	Yes	No	Yes	Failing to assure that new plans will retain existing leisure provision and access	Retain parking Ensure the unique borough offer of the extensive swimming facilities are retained	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Markus Hippel				S410 - Leyton Leisure Lagoon	Yes	Yes	Yes			-	-	This response is noted.
Francesco Babolin				S410 - Leyton Leisure Lagoon	Yes	Yes	Yes			No	-	This response is noted.
-				S410 - Leyton Leisure Lagoon	No Response	No	Yes		Not a good idea to remove current high usage of car parking facility vital for leisure lagoon customers. Loss of car parking in this area has already had a negative effect on local business. LBWF must realise motor vehicles are still necessary.	No	-	This response is noted.

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So				S411- Tesco Bakers Arms	No Response	No	No Response	Why not just remove the roads in Waltham Forest and make it all walk. Where will there be parking for the updated retail unit. Where will there be parking for the new housing. Public Transport cannot cope. Layton / Walthamstow Central cant cope now with current numbers.		-	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised while trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough over. It includes projects to ensure adequate infrastructure provision that is relevant to waste, transport, education, utilities, health, culture, sports, the emergency services, and green infrastructure comes forward alongside development in the Local Plan.</p>
Charles Thaine				S411- Tesco Bakers Arms	No Response	No	No Response	My only comment is that the redeveloped site MUST provide a similar store as existing plus adequate carparking, the current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc. (not small shops that already exist elsewhere in a high street) but also parking to enable taking their bulky shopping home by car- this cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide fast above large high warehouse like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to dogmatically follow the mantra of providing high density housing at all costs on every "development site."	Address the issues raised above	-	-	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Elio Edworthy				S411- Tesco Bakers Arms	Yes	No	No Response	I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrosity a developer would wish to build. I would want all these yellow stars removed.		No	-	<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2025).</p>
-				S411- Tesco Bakers Arms	No Response	No	Yes	Existing car parking facility should be maintained. Local business has been currently negatively affected due to limited car parking facilities		No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Markus Hippel				S411- Tesco Bakers Arms	Yes	Yes	Yes			-	-	This response is noted.

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Francesco Babolin				S411 - Tesco Bakers Arms	No Response	No Response	No Response			-	-	This response is noted.
-				S411 - Tesco Bakers Arms	No	No	No		reduction of parking area	No	-	This response is noted.
-				S412 - Stanley Road Car Park	No Response	No	Yes	Yet another lack of consideration for the need for car parking facilities in this vital trading area.		-	-	The policy allows for additional car parking to be justified through a robust Transport Assessment. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Zashan Ahmad				S412 - Stanley Road Car Park	No	No	No	Hello This is the only parking available for the surrounding businesses. With all the parking restrictions, the council need car park to justify its permit parking in the area. Without this car park, shoppers and people working around the area will have no parking available.	Maybe have a limited car park.	-	-	The policy allows for additional car parking to be justified through a robust Transport Assessment. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
G M Ford				S412 - Stanley Road Car Park	Yes	Yes	Yes			Yes	-	This response is noted.
Francesco Babolin				S412 - Stanley Road Car Park	No Response	No Response	No Response			No	-	This response is noted.
										No	-	

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				S412 - Stanley Road Car Park					It is a stupid idea to reduce parking area local businesses have suffered much due to the councils parking restrictions	-	-	This response is noted.
Markus Hippel				S412 - Stanley Road Car Park	Yes	Yes	Yes			-	-	This response is noted.
Francesco Babin				S413 - BOC Community Place, High Road, Leyton	No Response	No Response	No Response			No	-	This response is noted.
Markus Hippel				S413 - BOC Community Place, High Road, Leyton	Yes	Yes	Yes			No	-	This response is noted.
				S414 - Leyton Bus Depot	No Response	No Response	No Response	What are the plans for this bus repair centre		No	-	This response is noted.
Eile Edworthy				S414 - Leyton Bus Depot	Yes	No		I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have any weak grounds to object to any monstrosity a developer would wish to build. I would want all those yellow stars removed.		No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Markus Hippel				S434 - Leyton Bus Depot	Yes	Yes	Yes					This response is noted.
				S434 - Leyton Bus Depot	Yes					No		This response is noted.
Francesco Babolin				S434 - Leyton Bus Depot	Yes	Yes	Yes					This response is noted.
-				S435 - The Territorial Army Centre		No		Unwieldy consultation material for response over the end of year holiday period and during a heightened pandemic wave, which knowingly will deter many from responding. In particular those with limited time, those with unfamiliarity with this type of framework, those whereby internet is not readily available or viable, those whereby English may not be a first language and those with any literacy challenges (language, technology navigation etc).	Much increased realistic engagement efforts, whereby internet access and self navigation is not the concentrated consulting focus methodology.	No		The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
-				S435 - The Territorial Army Centre	Yes	Yes	Yes					This response is noted.
-				S435 - The Territorial Army Centre	No	No	No					This response is noted.

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Francisco Boboto				S415 - The Territorial Army Centre	Yes	Yes	Yes			No	-	This response is noted.
Rachel Jones				S416 - Whips Cross University Hospital	No	No	No	<p>You have not provided skyline drawings of the 'potential for height' - tall buildings here will dominate the skyline for all local residents.</p> <p>There is perfectly acceptable pedestrian and cycle access through the site already (I have walked and cycled here for years).</p> <p>What is missing are facilities. Local schools are over-subscribed. Local GPs are over-subscribed. Public transport is often very full. The road is heaving with cars. Building over thousand homes while taking vaguely about 'community responses' is completely failing to address this. Where will children go to school? How will people move around the area? How many of these homes will be genuinely affordable?</p> <p>You have also totally failed to publicise this consultation. I live 2 minutes walk away but only found out about this on social media on the last day. This is wholly unacceptable.</p>	<p>Publish the plans. Don't just talk about 'potential for height' give us an artists impression of what you want us to be looking at for decades to come. Address the issues re local facilities first. Otherwise I know we will end up with an eyeful of expansively privately rented homes with a lovely view of Epping forest that the rest of us will lose.</p>	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
-				S416 - Whips Cross University Hospital	No	No	No	We need a bigger hospital, not as many homes as this in the area. This will be a massive drain on resources and space in the area, as well as ugly high rises that will spoil the look and feel of the nearby park and wildlife areas.	Less houses, bigger hospital	No	-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Whips Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whips Cross hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character lead, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.</p>
Sabit Rattan				S416 - Whips Cross University Hospital	No Response	No	No Response	I don't believe the plans for this site are sound. The outline planning has already given permission to build a new hospital and details buildings of height including one of 18 storeys very close to the boundary of the proposed hospital site. This plan shows the buildings of height located some distance from the hospital and misrepresents the space available to the hospital development. Given that the modelling for the capacity of the hospital in terms of services and bed numbers is still being decided. The land area given for housing and development should not be fixed at this point in time, otherwise the hospital will be defined by the land available rather than the hospital service need of the population for the borough and other boroughs adjoining.	The plans for housing and commercial development on the site should be reduced and more land retained for current and future health needs.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Whips Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whips Cross hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character lead, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.</p>

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Ede Edworthy				S416 - Whipsps Cross University Hospital	Yes	No		I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago. Because of the problems, both structural and social that they caused, I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monolithic developer would wish to build. I would want all those yellow stars removed.				Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Whipsps Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whipsps Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character led, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.
David Boote				S416 - Whipsps Cross University Hospital	No	No		The target of 1,500 homes is excessive and will be detrimental to the chances of preserving the magnificent original building (West Ham Poor Law Union Infirmary) and the area of open space on the other side of Whipsps Cross Road, which is already the most intensively used part of Epping Forest.	Either deletion of the new homes target or a reduction to a much lower level that independent advisors can confirm is appropriate for the amenity value of the original hospital building and of the area of open space on the other side of Whipsps Cross Road.	No		In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Anthony Madrys				S416 - Whipsps Cross University Hospital	No	No	No	The current plans do not accommodate all required needs. There should be more beds available, not less. Day care centre not addressed along with it.	More beds available. Day care and eat centre.	No		Whipsps Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whipsps Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character led, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.
-				S416 - Whipsps Cross University Hospital	No	No	No	We have an already struggling health system, no GP or DR appointments ever available and a high rise hospital with a smaller footprint and no increase to hospital beds. With 1500 new homes bringing over 4000 new people to the area where and the plans to support these families with schools etc.	Look at how to future proof the hospital to be able to expand with the population rather than divide the site and reduce the hospital's ability to adapt over the next 50 years.			Whipsps Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whipsps Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character led, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.
Aamena Mayet				S416 - Whipsps Cross University Hospital	Yes	Yes	Yes					This response is noted.

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Francesco Baboin				S416 - Whips Cross University Hospital	Yes	Yes	Yes					This response is noted.
Liz Floyd				S417 - Joseph Ray Road	No Response	No	No	No details have been given of the proposed height of the residential blocks. No detail has been given of the impact on local services. Where will amenities, such as gardens, playgrounds etc. be located? The sorting office is an important local service, will this be retained?	Provide meaningful detail, including artists' impressions. Include provision for affordable housing and Council housing. What plans have been made for infrastructure changes to absorb the demand arising from proposed new dwellings?	No	Because I am an interested resident	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S417 - Joseph Ray Road	No Response	No Response	No Response			Yes		This response is noted.
				S417 - Joseph Ray Road	Yes	Yes	Yes					This response is noted.
Sophie				S417 - Joseph Ray Road	No	No	No	No high rise buildings! We like Leytonstone as it is!	No high rise buildings! We like Leytonstone as it is!	No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  This response is noted.

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Margaret Walks				S437 - Joseph Ray Road	No	No	No	It is unclear how people in the local area have been consulted about this development. No one else I spoke to on my street seems to know about this, I am therefore unsure to what extent this major proposal is an inclusive consultation. How all communities been informed? The maps/plans provided are not clear enough for people to understand. Need to have more detail and 3D diagrams of this site and within Leytonstone including other proposed buildings so can see full impact.	Too noisy for homes. Try being beside a railway line. High rise flats will block views and light. Previous tower blocks in area have been removed because they did not work. What a waste of money if you rebuild these. Areas close to railways should be used for commercial use only.		I would like to strongly oppose high rise buildings in the area.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Chris Morris				S437 - Joseph Ray Road	No	No	No	Does not address the need of more family homes within the area	Less high and medium rise and more houses	Yes	-	The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of uses. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.
Sabil Rattan				S437 - Joseph Ray Road	No Response	No	No Response	It is not sound because it is not justified for the following reason. This area provides some employment and has a good occupation rate as detailed in The report of land use study commissioned by the borough. See below <a href="https://www.walthamforest.gov.uk/sites/default/files/2021-10/LMU%20Employment%20and%20Study%20update_%202019.pdf">https://www.walthamforest.gov.uk/sites/default/files/2021-10/LMU%20Employment%20and%20Study%20update_%202019.pdf</a> 44 from 3.7	If a change of use is allowed it should have a much reduced housing target and the type should be of a low work typology.	No	-	Waltham Forest has an identified need to provide additional industrial floorspace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorspace, and the intensification of industrial provision is encouraged.
Tony Pamphilon				S437 - Joseph Ray Road	Yes	Yes	Yes				-	This response is noted.
-				S437 - Joseph Ray Road	Yes	Yes	Yes				-	This response is noted.
Eile Edworthy				S437 - Joseph Ray Road	Yes	No					-	This response is noted.
										No		

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Eile Edworthy				S437 - Joseph Ray Road	No Response	No	No Response		I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monolithically a developer would wish to build. I would want all those yellow stars removed.		-	This response is noted.
Aaimena Mayet				S437 - Joseph Ray Road	Yes	Yes	Yes		To continue to have access to Leytonstone Overground station from Trinity Close	No	-	This response is noted.
Francesco Babolin				S437 - Joseph Ray Road	Yes	Yes	Yes				-	This response is noted.
Norman Haynes				S437 - Joseph Ray Road	No Response	Yes	Yes			No	-	This response is noted.
Sophia Perry				S437 - Joseph Ray Road		Yes	Yes			No	-	This response is noted.
Ben Milway				S437 - Joseph Ray Road	Yes	Yes	Yes			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S418 - Church Lane Car Park, Leytonstone	No	No	No	This question is very technical and not as easy one to understand (deliberately done I suspect). My concerns are that high rise tower blocks in Leytonstone will compromise/destroy the character of the place and will cause a huge burden on local services.	Again, appealingly complex wording for an ordinary person to respond to. See my answer above.	-	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by the Characterisation and Intensification Study (2023).</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this public consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council held the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Catherine Bowman				S418 - Church Lane Car Park, Leytonstone	No	No	No	I have great concerns about buildings of 'height being developed on this site. Why is there not clear or imagery to really show what the plans are? This should be a simple drawing to show this. It is far too close to the primary school and could cause safety issues for children playing outside being overlooked. The housing will be so close to both tube and A12 that it will surely not provide quality housing for residents more like noise and air pollution issues. The area is already densely built and populated and needs more open spaces to counter pollution. The building works would also add to air pollution surrounding the primary school which is local area of concern. Particular for children suffering with respiratory conditions. The existing cycle and pedestrian crossings over the A12 is perfectly sufficient and does not require upgrading. Any development rendering this unusable during the building works would cause major issues for the large number of families that use it daily to access the school/tube/town centre. The town centre needs more open spaces/community areas to better service the large number of families already living in the area. What about investing in the infrastructure and services in the area instead.	Maybe word this in layman terms so the wider community can actually understand the proposals in full.	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p> <p>As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p>	
Suzanne Voth				S418 - Church Lane Car Park, Leytonstone	No	No	No	It is not legal compliant as you have given no skyline drawings to show the effect on the light and sightlines into George Tomlinson Primary school. You should draw a skyline drawing to show this. It is not sound because it is not justified or effective for the following points: 1. The height of the two towers maximum 10 and 12 storeys. Dominate the local area of low rise buildings. The skyline studies do not include more distant views in particular the local open green areas of Bushwood and wansford flats part of Epping Forest which are lower. Nor is there any recognition that that area of Leytonstone is 10 metres above sea level while the wansford flats part of Epping Forest is at 20 metres. This will be enhancing the natural environment. The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring building. 2. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.41ha/1000 people) of open green space already and such developments will further dilute the provision widely acknowledged as important for the health and wellbeing of people. The amount of open space should be recorded as a requirement rather than a guideline. A Bakery should not be the only outdoor space available for residents of higher buildings. 3. There are no houses being produced in these plans and no firm percentage of housing to provide truly affordable, social rent or even affordable for rent housing leaving the site open to be exploited for high and build to rent developments. 4. A requirement for different housing on the site should be set. 5. Together with the other 3 sites in the Leytonstone ward a total 1700 homes over and above the current 4830 households and entirely composed of rental flats will alter the demographics of the area which is primarily a settled family orientated area where people from the more urban areas move to, to raise children. This housing will be a social housing and flexible asset for public use and benefit. Highlighted currently by its use as a Covid-19 vaccine centre. New commercial units are sufficiently close to Leytonstone town centre or the high street to be a complement. The area is residential with a school very close. This does not improve pedestrian and cycle links to the station - it redirects an existing direct, safe and well used route popular with junior school children away from roads. The suggested re-orientation suggests steeper ramps than existing. The proposed railway is extremely mature and may even be subject to a new TPO. Any works that require crown thinning will result in additional optical crown maintenance and management work from completion onwards. 100 new homes adjacent to regenerated MUGAs will conflict with HT guidelines of maximum distances to habitable rooms and cause noise complaint issues. Opportunities will also be limited for new tree planting when combined with 100 new homes.	It is not legal compliant as you have given no skyline drawings to show the effect on the light and sightlines into George Tomlinson Primary school. You should draw a skyline drawing to show this. It is not sound because it is not justified or effective for the following points: 1. The height of the two towers maximum 10 and 12 storeys. Dominate the local area of low rise buildings. The skyline studies do not include more distant views in particular the local open green areas of Bushwood and wansford flats part of Epping Forest which are lower. Nor is there any recognition that that area of Leytonstone is 10 metres above sea level while the wansford flats part of Epping Forest is at 20 metres. This will not be enhancing the natural environment. The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring building. 2. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.41ha/1000 people) of open green space already and such developments will further dilute the provision widely acknowledged as important for the health and wellbeing of people. The amount of open space should be recorded as a requirement rather than a guideline. A Bakery should not be the only outdoor space available for residents of higher buildings. 3. 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This does not improve pedestrian and cycle links to the station - it redirects an existing direct, safe and well used route popular with junior school children away from roads. The suggested re-orientation suggests steeper ramps than existing. The proposed railway is extremely mature and may even be subject to a new TPO. Any works that require crown thinning will result in additional optical crown maintenance and management work from completion onwards. 100 new homes adjacent to regenerated MUGAs will conflict with HT guidelines of maximum distances to habitable rooms and cause noise complaint issues. Opportunities will also be limited for new tree planting when combined with 100 new homes.	Yes	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to new development sites in the Borough.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant environment for all sections of the population in Waltham Forest.</p> <p>There are many definitions of 'affordable housing'. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA)</p>
Simon Abbott				S418 - Church Lane Car Park, Leytonstone	No	No	No	Response	Response	No	-	<p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p> <p>As set out in the Local Plan, all new residential development in the borough will be required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Council sets out it's strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ellen Chen-Mumshon				S418 - Church Lane Car Park, Leytonstone	No	No	No	So many housing and residential towers on a small space. It will reduce that amount of light into and overlook the grounds of the school. Increased noise pollution and population density in an area that is already populated with lots of housing.	To consider the reduction of open space and reduction of light to the surrounding areas.	No	-	<p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Ruth Kaufman				S418 - Church Lane Car Park, Leytonstone	No Response	No	No Response	There is no information about maximum height of developments. Tall buildings will overlook neighbours and damage the overall character of Leytonstone. There is no requirement to ensure adequate green space and support for biodiversity. This combined with dense housing could create issues of the future. There is no requirement for social housing, for affordable space for community use, or for additional space for services such as schools. The total plans for new housing will put pressure on existing services.	Specify requirement for maximum height, ratios of green space to residential or commercial use, provision of affordable community spaces, support for education and social housing.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Kate Perry				S418 - Church Lane Car Park, Leytonstone	No	No	No	I feel this proposal will over power this local area. Taking light away and the sense of space from this both up area. It feels too close to noise and pollution, thus bringing the feeling of noise and pollution closer to local school. The proposal is too high and overly higher than anything in this area. It will overlook this school and shade the outdoor space (which is not large for a school). The development feels imposing and not in-keeping with the area. It would be a shame to lose the flexible community space that the church Lane car park gives to Leytonstone (markets, concerts, covid centre, community events have all been held here) having no flexible space near the town centre limits what events or community proposals can be held in the future. The high street does not feel it can support all the shops in the proposal plus other proposed shopping areas.	If the site is developed it must be much lower - 4 stories only. This should also involve expanding the community playground and basketball space and keeping a flexible community space that can be used for various events.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
David McKean				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	High rise residential blocks in this location would have the potential for my children's primary school to be overlooked by parents and pedestrians. Also I grew up around this area and a concerted effort was made to take down the large number of high rises around the late 1990's as they provided ghettoisation and a large gang culture which is still around but nowhere near as bad as it was. I ask the question, what is the purpose of rearing these issues?	Make this a green area and don't build a high rise building on it.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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				S418 - Church Lane Car Park, Leytonstone	No	No	Space is way too small and you won't be able to achieve that many homes without building a tower block which will affect the landscape of Leytonstone	Maximum height of 3-5 storey building. More green space	-	-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Suzanne Welch				S418 - Church Lane Car Park, Leytonstone	No	No	How is this going to affect George Tomlinson school in terms of pollution and noise from building traffic? How will the final build affect the school in terms of light into the playground and building?		-	-	<p>To ensure that the level of growth planned in Local Plan Part 1 does not have any adverse effect on the Air Quality in the borough, The Council commissioned an Air Quality Study 2 as part of the evidence base. The approach has been to determine vehicle trip generation and distribution for each site allocation, without and with the Local Plan, and the expected net changes in AADT (Average Annual Daily Traffic) on roads within 200m of the existing Forest Special Area of Conservation. The changes have been determined with full Local Plan implementation (The Local Plan scenario) and for each year between 2022 and 2036. In addition, a Sensitivity Test was undertaken to assess the potential implications should higher levels of car parking be permitted within the low Public Transport Accessibility Level (PTAL) areas of the North of the Borough and coverage of Controlled Parking Zone(s) (CPZ) are not intended to cover the whole of the borough. Therefore, it is considered to represent a worst case scenario of development being delivered without any further policies constraints on vehicle use being delivered through the Local Plan. One of the key conclusions of the report was the net reduction in overall traffic on most of the borough's roads in the Local Plan period.</p> <p>As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimize these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p> <p>In addition, The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Sybil Ritzen				S418 - Church Lane Car Park, Leytonstone	No Response	No Response	<p>No, it is not effective or justified for the following reasons:</p> <ol style="list-style-type: none"> <li>This site is long and narrow and bordered by a tube line that in normal times will run a 24-hour service and the A22 motorway. It is also adjacent to the station entrance so unlikely to provide an acceptable living environment for most people. It does not meet the council's own aspiration to provide good quality livable homes. A similar number of work live units in this site may be a compromise option.</li> <li>The skyline study indicates the possibility of 2 buildings one of 10-12 and another of 6-8 storeys which will again dominate the current area of the terraced shops and Victorian terraced housing and the grade 2 listed Church. The buildings should be no higher than 2 storeys above the current immediate Building.</li> <li>The plan for this site (like the other sites in Leytonstone ward) proposes a requirement for set number of homes which will dictate only taller buildings of small flats. Collectively it is driving a direction for housing in the area of small flats without garden space rather than a variety of housing (Haltham Forest IDP Core Strategy - Proposed Submission Page 48.</li> <li>8.8. The housing to WF require 2 or more bedrooms. 78.2% of demand require 2 or more bedrooms. 12.9% of existing households are overcrowded (national avg. 3%) The different sites should be offering a mix of housing and ensure some garden area.</li> </ol>	<p>Similar number of Work live units in this site may be a compromise option.</p> <p>The buildings should be no higher than 2 storeys above the current immediate building.</p> <p>The different sites should be offering a mix of housing and ensure some garden area.</p>	No	-	<p>The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of sizes. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade 1 listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p>
Shelley Usual				S418 - Church Lane Car Park, Leytonstone	No	No	<p>The area is over populated as it is a small primary school nearby. The area does not need anymore small flats that nobody can afford!</p>	<p>The area is over populated as it is a small primary school nearby. The area does not need anymore small flats that nobody can afford!</p>	No	-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of incomes are affected. This means a range of options are needed. Low-cost-rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership opportunities for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p>

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Norman Haynes				S418 - Church Lane Car Park, Leytonstone	No Response	Yes	Yes			No	-	This response is noted.
Margaret Walls				S418 - Church Lane Car Park, Leytonstone	No	No	No	It is unclear how people in the local area have been consulted about this development. No one other (apart to on my street seems to know about this, I am therefore unsure to what extent this major proposal is an inclusive consultation. How all communities been informed? The maps/plans provided are not clear enough for people to understand. Need to have more detail and 3D diagrams of this site and within Leytonstone including other proposed buildings so can see full impact.	Similar height to other buildings in the area so that it does not block views of the city and surrounding areas which are a real asset to Leytonstone.	No	I would like to strongly oppose high rise buildings in the area.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Helen Gowers				S418 - Church Lane Car Park, Leytonstone	No	No	No	High rise are not in keeping with area and will use space that is utilised by the community in many ways - not least the covid testing centre. The site is also very close to a primary school and the high rise would overlook play spaces and block out valuable sky line when the children are playing. It would also unternable to live in these flat with main road and train line so close. We dont need more retail space we need enough units on the high street used properly - will impact the integrity of the area as a desirable place to live as totally out of keeping with other buildings in the area.	I dont believe houses should be out in this spot at all - and less so high rise - anything taller than the homes already in the area. Its actually shocking this site has been suggested at all - it works perfectly well as it is and more so when the covid testing centre is gone.	Yes	For transparency	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Adrian Nettlehip				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	If this is a public consultation, the technical language and use of very specific questions, which have no specific meaning in common language would appear designed to exclude the participation of the people most affected by this proposal.	Communicate the proposed changes in plain English and circulate them widely.	Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website.
Mohu Patel				S418 - Church Lane Car Park, Leytonstone	No	No	No			No	-	This response is noted.

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Iason				S418 - Church Lane Car Park, Leytonstone	No	No	No	The drawings provided don't do a good job of properly visualising how the end result will look, but even as such it's already clear the area will feel claustrophobic. Not suitable to be so near to a school: the surrounding streets are already too congested, with people performing dangerous manoeuvres while children and families are walking past trying to get to school. I can only envision that with an extra 100 homes in such a confined space this situation will only get worse and eventually children will be hurt.	It would be much better for the area to invest in keeping this space as a flexible community space, allowing activities such as markets, more space for children and green areas.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redeployment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.
Gary Hellen				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	There has been no consultation with the local community about this site. parking is a problem in the immediate vicinity, removal of a car park will only make a worse. I see the proposal for a 13 story block without any consideration to loss of privacy or evening light to the immediate housing block or overlooking of the school playground. There would be significant impact to the local area, it would not fit harmoniously with the Edwardian housing block, and St Johns would be overshadowed, when that should be the key building in the area. The homes would be directly next to the railway, the noise would be horrific, it is possible to hear overnight engineering works through closed windows in Rudgeley Road.  The council needs to have short term memory, this site was the Church Lane underpass under the railway line and was filled during the A12 cutting construction, can the land support a lower block?	This is not a reasonable development site for the proposed buildings.	No	-	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  This response is noted.
Liz Floyd				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	It fails to provide meaningful detail, including artist impressions. It fails to say how many homes will be Council rented properties. It fails to address issues around local services, such as a shortage of GPs. Where are the amenities for residents, such as green space and playground areas?	Modifications should be made in line with the above response.	No	Because I am an interested resident	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website.
Elsie Burgess				S418 - Church Lane Car Park, Leytonstone				What does potential for height mean? It is not specified. I do not support a tower block that dominates the space/ dominates the lovely St John's Church and fundamentally changes the nature of the area. I understand the need for new housing - will some of the site be houses or is it flats only? All flats should have a balcony and/or access to their own open / shared open space. Need a balance between high density and personal space/community spaces. Council has shown us that All Flats should take into account working from home enabling defined work space to be accommodated.		Yes	-	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Rachel Jones				S418 - Church Lane Car Park, Leytonstone	No	No	No	This site is adjacent to a 24 hour tube line and a busy station, as well as being incredibly close to the A12. There will be significant noise here for families living here as well as no outdoor space for them, and noise if they were to open windows. This would be extremely poor quality housing.  The proposal of high rise buildings is particularly disturbing especially in the absence of any skyline drawings. This would spoil the skyline and be completely out of keeping with the existing buildings. Furthermore high up windows would permit the view of several of the playground spaces in George Tomlinson school, where children do sports and play outside. This is a threat to the welfare of children attending the school and risks prostitution.  Construction on this site would additionally cause pollution on the school grounds.  This development also removes the very limited multi-use community space which has been utilised for local events for many years.  Additionally there is an existing perfectly functional pedestrian and cycle bridge crossing the railway lines, which the plan seems to be making out does not exist, and does not need any enhancement. This is used by many people and the inevitable closing of this bridge for the development would be a great inconvenience for many people.	This site is completely unsuitable for housing due to noise. There is no need for additional retail space as there are many nearby empty units. Its position adjacent to a busy primary school makes it unsuitable for a high rise development. I don't think there is any part of this proposal which is redeemable. Please leave it as an open community space. A weekly veg farmers market at weekend would make so much more sense.	No	-	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Clare Mccotter				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	Planned building work is close to a school and it's likely planned accommodation will overlook school playground. Added pollution and noise during construction puts school children at risk. New high rise developments conflict with previous years of work to knock down such buildings.	Surely the area would better benefit from expanded green space and improved amenities for families and young people.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or increase in air quality during the construction or operating stages of development.
Sophie				S418 - Church Lane Car Park, Leytonstone	No	No	No	Much too high! The height of the proposed building would allow those residents to look over the local primary school playground which is a safety concern. Noisy building work and pollution is also an issue for the school & the proposed building would take away a lot of the light from the school and surrounding houses. The area is already densely populated and we don't need to build up the area even more. The car park, when not being used as a covid test site, is handy to the local community and has hosted markets. Building here would take that away. I cycle with my children over the A12 every day and there is really no issue with the current cycle path at all.	Much too high! The height of the proposed building would allow those residents to look over the local primary school playground which is a safety concern. Noisy building work and pollution is also an issue for the school & the proposed building would take away a lot of the light from the school and surrounding houses. The area is already densely populated and we don't need to build up the area even more. The car park, when not being used as a covid test site, is handy to the local community and has hosted markets. Building here would take that away. I cycle with my children over the A12 every day and there is really no issue with the current cycle path at all.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Emily Humphrey				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	The site is way too high and would overlook a nearby primary school - causing disruptive noise and pollution in the short term, and blocking out light in the long term, all of which will be detrimental to the wellbeing of the children at the school.	Build something more community minded rather than flats on the site	No	-	Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or decrease in air quality during the construction or operating stages of development.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Tony Pamphilon				S418 - Church Lane Car Park, Leytonstone	Yes Response	No Response	No Response	It is not clear as to the height of any proposed buildings. I support plans that provide affordable family homes on the site.	-	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Rebecca Faming				S418 - Church Lane Car Park, Leytonstone	Yes	No		Whilst I encourage building new homes, I would suggest keeping this space low rise to avoid excess height which does not match local period residential housing. This location has been utilised for covid testing and a flexible area in the town. With looking to redevelop all parking areas this will leave no flexibility for areas such as this and make community projects such as local markets, smaller.	Please avoid height	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S418 - Church Lane Car Park, Leytonstone	No	No	No	How will 100 homes fit in that space without creating a monstrous tower block? How will there be enough community facilities available to these homes, ie school, g.p., dentist, parking, recreational space? How will the Borough ensure that the homes are not predominantly bought by landlords? Is there adequate social housing provision that reflects the level of need in the Borough?	The Borough should be looking to repair and reuse homes/buildings in the Borough that have been abandoned or gone out of use, rather than giving property developers and landlords the right to profit off the money insecurity of others.			Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
M. Muzaffar				S418 - Church Lane Car Park, Leytonstone	No			Too close to the railway. Would be too noisy for families. Houses with gardens that back on to railway, so houses a little further from railway line would be much more suitable for this area, if you want to develop the car park. But where would those who need to drive, park for the station??				As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The sites included in LP2 have been through a comprehensive selection process which has factored in national and regional policy and assessments as well as 'Call for Sites' exercises which were undertaken during the plan preparation period, which invited landowners/developers to put forward sites. These have strongly informed the council's decisions when deciding scope and location of development in the borough. We feel the sites chosen ultimately will help us to meet our strategic objectives and build more housing in the borough.
Delta Gould Luffus				S418 - Church Lane Car Park, Leytonstone	Yes	No	No	There has been no consultation around the effects on a local primary school				The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Alison Chan				S418 - Church Lane Car Park, Leytonstone	No Response	No	No	The existing High Street is in need of funding, many shops are shut which could do with letting and help to improve with signage, many look cheap and/or not well. Money would be better spent on this.				The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Bonnie				S418 - Church Lane Car Park, Leytonstone	No	No	No	Would overlook children playing in a playground.		Yes		Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.

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Ede Edworthy				S418 - Church Lane Car Park, Leytonstone	Yes	No			I think it's a great mistake to allow lower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrosity a developer would wish to build. I would want all those yellow stars removed.	No	-	This response is noted.
Ede Edworthy				S418 - Church Lane Car Park, Leytonstone	Yes	No			I think it's a great mistake to allow lower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrosity a developer would wish to build. I would want all those yellow stars removed.	No	-	This response is noted.
				S418 - Church Lane Car Park, Leytonstone	No	No	No		No	No	-	This response is noted.
				S418 - Church Lane Car Park, Leytonstone	No	No	No			-	-	This response is noted.
				S418 - Church Lane Car Park, Leytonstone	No Response	No Response	No Response			-	-	This response is noted.
Jake Green				S418 - Church Lane Car Park, Leytonstone	No Response	No	No			No	-	This response is noted.

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Anastasia Coucett				S418- Church Lane Car Park, Leytonstone	No	No	No					This response is noted.
				S418- Church Lane Car Park, Leytonstone	No	No	No					This response is noted.
Francesco Babolin				S418- Church Lane Car Park, Leytonstone	No	No	No					This response is noted.
Michael Kelly				S419- Tesco and adjoining sites, Leytonstone	No	No	No	This plan is not legally compliant and it is unsound and it fails to comply with the duty to co-operate. These are very technical terms and it is not entirely clear what they mean. However, as these are the questions I will provide my views on these. The development of S419 which refers to the Tesco and adjoining sites in Leytonstone is not legally compliant as the proposal has not been put up for public consultation by local stakeholders living in the local area adjacent to the proposed development. I have spoken to many neighbours in my street and none have any awareness or knowledge of these proposals. This proposed development of 8 or more story dwellings will have a significant impact on the local skyline and houses. Also, the loss of the car parking at Tesco will certainly impact on local people who use this shop. The people who shop in this Tesco value being able to park and shop. To remove this car park is discriminatory against disabled, elderly and families who need to transport their groceries home as they are too heavy to carry on bicycles or on foot. The Tesco car park provides an essential service locally as people can park for up to 2 hours and they can access local shopping on Church Lane and the High Street. This enables the local community shops to attract customers into the local area. This therefore enables the local high street shops to attract customers to shop locally. Impact on the local environment: Local residents will no longer be able to do their grocery shopping at Tesco as car parking will no longer be sufficient. This will force locals to travel further to do grocery shopping. This will result in more use of cars and pollution. The infrastructure required is not part of this plan. The infrastructure requirements necessary to facilitate the necessary services that will be required by the increase in local resident numbers. At present the health service struggles to provide enough GPs, dentists and hospital capacity for the local community. The plan should include explanation as to how greater capacity can be achieved in the local health service. The increase in the number of homes proposed on this site and the consequent effects on the local infrastructure, in particular increasing demand on already over-burdened transport, health, social care and education services. It is unclear as to the height of any proposed tower blocks. Anything over 6 stories would, in my view, significantly impact on adjacent neighbourhoods. This brings me to affordable family homes. I am not convinced of the case for a large expansion of 1 and 2 bedroom apartments which would not be suitable for families.	Tesco value being able to park and shop. It is discriminatory against disabled, elderly and families who need to transport their groceries home as they are too heavy to carry on a bicycle or on foot. The new development proposals for S419 need to provide provision for visitor car parking for people visiting residents of the new development. Otherwise the remaining car parking outside Tesco will be occupied by visitors. Therefore, further limiting the opportunity to park and shop at Tesco. The proposal of 8 storey or more development will dwarf the surrounding homes. It will block the light to their house and gardens. Creating such a large building will have a negative impact on the value of the properties. Being overlooked by such a development is an invasion of the privacy of these homes. This does not fit with the other homes in the area. The best modification to the plans would be to have a much more conservative development. In keeping with the local homes the structures should not exceed 3 storey. This would create a much more balanced skyline. Also, the additional impact on the local community services and infrastructure could be absorbed by visiting provision. Although, some planning and consultation as to how the increased demands would be met in future needs to be undertaken. A consultation and consideration of what the expanded requirements will be needs to be undertaken before these proposals in this development can be properly considered. Impact on the local environment: Local residents will no longer be able to do their grocery shopping at Tesco as car parking will no longer be sufficient. This will force locals to travel further to do grocery shopping. This will result in more use of cars and pollution. The infrastructure required is not part of this plan. The infrastructure requirements necessary to facilitate the necessary services that will be required by the increase in local resident numbers. At present the health service struggles to provide enough GPs, dentists and hospital capacity for the local community. The plan should include explanation as to how greater capacity can be achieved in the local health service. The increase in the number of homes proposed on this site and the consequent effects on the local infrastructure, in particular increasing demand on already over-burdened transport, health, social care and education services. It is unclear as to the height of any proposed tower blocks. Anything over 6 stories would, in my view, significantly impact on adjacent neighbourhoods. This brings me to affordable family homes. I am not convinced of the case for a large expansion of 1 and 2 bedroom apartments which would not be suitable for families.	No	As a local resident I would like to participate and be consulted to ensure any local development project would include my input and that developments are not undertaken without enabling local residents to participate in the development of our local community	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow Retail Units in Designated Centres to be converted to residential use at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontage and having residents located within the borough's centres, ensuring that most people daily needs can be met within a closely to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Tommy Krampton				S419- Tesco and adjoining sites, Leytonstone	No Response	No Response	No Response		Less residential units with emphasis on affordable family homes.	Yes		Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S419 - Tecco and adjoining sites - Leytonstone	No	No	No	<p>The skyline documents do not provide a view from the adjacent green spaces i.e. The hollow ponds and Washbad Flats. A skyline drawing should be done for the Leytonstone site to show the effect on both these parklands.</p> <p>It is not sound because it is not justified or effective for the following points:</p> <p>1. The site plan allows for the removal of a 17th century building locally listed, a row of Victorian houses with shops below and a locally listed church in favour for a local theatre group and other social groups. So fails the aim to carry forward a cultural legacy and wipes a physical history from the high road.</p> <p>These buildings should be excluded from development site.</p> <p>2. The height of the two towers maximum 28 and 24 storeys. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant view in particular the local open green spaces of Ashwood and Washbad Flats part of Epping Forest which are lower. Nor is there any recognition that this area of Leytonstone is 20 metres above sea level with the washbad flats part of Epping Forest is at 20 meters. This will not be enhancing the natural environment.</p> <p>The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring buildings.</p> <p>3. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provision (6.6/1000 people) of open green space already and such developments will further dilute the provision widely acknowledged as important for the health and wellbeing of people. The amount of open space should be recorded as a requirement other than a guideline. A balcony should not be the only outdoor space available for residents of higher buildings.</p>	<p>Much increased realistic engagement efforts, whereby internet access and self navigation is not the concentrated consulting focus methodology. A far greater emphasis applied, rather than the current single minded outlook demonstrated by LBWFC Council to create a neighbourhood engagement, devoid of family and female friendly transport options, which result in the risk of the existing cultural and architectural diversity and capital city environment enjoyed by residents, being made extinct by it through cut and non-inclusive strategy.</p>		-	<p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in these cases that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p>
Hilary Douse				S419 - Tecco and adjoining sites - Leytonstone	No Response	No	No	<p>A 3 storey town house, which is not in the draft plan, and is not in the plan. I have looked at comments made on the draft plan and people were concerned about height and density, yet this persists here in the plan. I have no problem with the site being used for additional housing but the density means that the dwellings will be both high and small to maximise 'units'. The forward of the plan through the 'document' means that people come here to raise families. The result of this plan will be small units that are unsuitable for children and families. People have to leave Leytonstone to find affordable family housing and this plan will not help people to remain settled in the borough. Small units mean that people grow old of them and they do not facilitate a stable community with ownership of the place you live. The heights that look likely, will not only impact on the view from the high road but also impact upon the green spaces that we really value, Washbad Flats &amp; Hollow Ponds. Actual houses or good family sized low level flats would be great in this area. But NOT high rise where no one would choose to bring up children. There is a shortage of family housing and an oversupply of flats with nothing in between. This does not make family housing affordable and sends the risk of people being trapped in unsuitable accommodation for a long time. The transport, health, school, daycare infrastructure is already under strain. The level of density proposed will not help this.</p>	<p>Please make the developments low level and large enough and green and affordable enough to enable families to remain in the area so that we have a sense of community.</p>		It would be good to have a say as I feel strongly about the proposals	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA).</p>
				S419 - Tecco and adjoining sites - Leytonstone	No Response	No	No	<p>This is probably the most daunting public consultation I've attempted to engage with. The questions seem 'technical', and the fact ("legally compliant") seems to imply that without specialist knowledge and expertise any response is likely to be discounted. Local residents (conductively transmitters in this process) are not offered a definition of "soundness" other than a oblique mention of the National Planning Policy Framework. The "safety to operate" is not explained. It does appear that the views and aspirations of ordinary local people are not fit to be heard here, though providing access to two boxes may be considered to be the other boxes perhaps.</p> <p>Yet the proposals which this process seeks to ratify are of vital interest to ordinary local people, and I feel I must make some representation, vain though it might turn out to be. So I'll say that the Local Plan is unsound, in that it flies in the face of local wishes, and that the duty to co-operate has not been met as the wishes of local people are being ignored.</p> <p>My particular interest is Leytonstone, as that is where my "forever home" stands. It is a pleasant, settled, suburban area, which benefits from environment and social culture from having a high proportion of residents who regard it as their permanent or semi-permanent home. That manifests itself in things like the strong local residents' associations, and the regular parties of their pickers. The proposals to pre-approve the cramming of large numbers of modest flats, in tower blocks which will dominate the skyline for miles around, represent a significant and unrepresentative change to the character of our area. It will alter the heart of Leytonstone, as has happened in parts of Walthamston already, from a suburban area to an urban one. I can't offer a scientifically systematic survey of sentiment (any more than the Council can) but I view this with dismay and I've encountered very few local people who don't. If "soundness" involves a requirement for proposals to be sympathetic to the wishes of local people, then the Local Plan is unsound.</p>	<p>There is certainly a continuing need for new homes. There are certainly parts of Leytonstone which are capable of sympathetic development which could provide some of those needed homes. But the scale of these proposals, both in the impact on the balance of types of household dwellings, and in the skyline, are inappropriate and widely unwellcome. A council whose priority was to represent the people who elected it would not be seeking what is effect pre-approval for such drastic changes to a settled and well-loved suburban village. A restriction to a maximum of eight stories in the central location currently occupied by the Tecco estate, with a maximum of six stories elsewhere in the town centre, and four elsewhere, is the right sort of balance between housing need and the preservation of amenity.</p>	Yes	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website.</p>
				S419 - Tecco and adjoining sites - Leytonstone	No	No	No	<p>There is no parking at all provided for the supermarket. This means that people and people with limited access to the large shops they need to. People who work hours of at night need to travel safely by car. Even smaller families cannot carry weekly shops by hand or on bike. This is disadvantageous people access to basic food and household necessities. Treating people unequally is against equal opportunities. Also, making a smaller supermarket is a health risk during pandemics.</p>	<p>Ensure supermarket is arkly and spacious for the large community it serves. Ensure parking is provided by eliminating some of the tower blocks you are planning.</p>		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sally Duncan				S419 - Tesco and adjoining sites - Leytonstone	No	No	No Response 1. I do not feel that adequate consideration has been given to the environmental impact on the area. The proposed skyline documents do not show the huge difference to the skyline from either Wansford Flats or the Hollow Ponds areas. 2. I feel that a great deal of local consultation has been missed due to the fact that the usual casual meetings of local people in the area affected where these proposals would have been discussed and disseminated had not been able to take place. 3. I do not think that an adequate study has been given to the impact of thousands of new residents in the area and the availability of GP's, with current waiting times of 2 weeks for an appointment and a shortage of GP's, simply saying that you would increase practice slots to 10,000 patients is not feasible - where will the GP's come from? 4. Stating that there is a current surplus of school places does not necessarily mean that increasing the population in this area will not increase demand and thus create a shortage of places. All the local primary schools have already expanded to capacity. 5. Having worked in Iford for many years, I have watched the town centre change completely. The traffic congestion is terrible at any time of the day. 6. The massive increase in flats built in Iford has not created anything near affordable for many people. Currently one bedroom flats are being advertised for sale for £250,000. Shared ownership schemes do not really make this affordable charging massive rent and service charges on top of mortgage payments. We have three adult children none of whom, despite working, can afford to buy a home. 7. There is a need for more housing in this area, but I feel that more consideration should be given to providing family homes, with more local green space which will encourage families to come to the area to settle. Could has shown the need for people to have more access to outside space and this is not achieved by a balcony.	1. I think that skyline plans need to be redrawn from both Hollow Ponds and Wansford Flats to show the real impact and change to the surrounding area. 2. Consideration should be given to extending the consultation period to give local people more of a chance to discuss when covid restrictions are relaxed. 3. A realistic study of where and how new GP's will be recruited. 4. A realistic study of where, if necessary, additional school children will attend. 5. A realistic study of what is 'affordable', and there is no mention of ensuring that any new accommodation will be for local people and not investors buying to let. 7. Assurances that through analysis of the local housing requirements have been given. Flats will always be sought and accepted, but are quickly outgrown or not suitable for families. Green spaces are needed for all new developments, and currently Waltham Forest has one of the lowest acre/7,000 of population, and this proposed scheme does nothing to improve this.	Yes	I have lived in the area for over 25 years and feel that local input is more important to ensure effective longterm development. The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During the pre-submission consultation, there was a split in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.	
Marjina Leewen				S419 - Tesco and adjoining sites - Leytonstone	No	No	No 1. The drawings do not give an indication of the impact on the local parkland, Hollow Ponds and Wansford Flats. In an area of climate crisis, which the council has officially acknowledged, it is a real step backwards to build a building highrise in this area that may have a real impact on these important green spaces. 2. The plan also suggests the removal of culturally significant buildings, failing the aim to safeguard cultural legacy. 3. The height of the suggested development (24 and 28 stories) is shocking for an area where they would not be in keeping, overpowering the skyline and potentially also local capacity. The height should be in proportion with the surroundings, not looming over them, max 2 stories above. 4. The plans do not set out requirements for green spaces integrated within the development. This is more important than ever to get air, light, and as I understand, a requirement within the climate and sustainability agenda. Green spaces are increasingly important for threatened birds and pollinators as well as offering people green spaces for improved wellbeing and mental health. 5. There is a real concern that the proposal for a vast number small rental flats will alter the demographic from what people appreciate this area in the first place, an area for young families to settle with kids. Especially the Browning Road conservation area with its village appeal may be lost, which is tragic.	I am not a legal expert and this process is already very complicated for a 'normal' local resident to grasp, so I cannot really say too much about what changes are needed for legal compliance. I would suggest the council reflects on all points and my wish is to give particular consideration for climate and environmental sustainability for the future. I am not against a residential block on the Tesco site, it is the sheer size that is suggested that is disturbing and would be a real shame for residents here, and likely the impact on the nearby Epping Forest, which would be heavily impacted, not only visually but also due to an increase in footfall, lighting, and possible decline in safety.	No	The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is a new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.	
Rachel Britton				S419 - Tesco and adjoining sites - Leytonstone	No	No	No detailed evidence of the skyline plan has been produced, not any reference to the impact this will have on the natural area or the historic buildings e.g. St John's church of such high rise buildings have been produced. There also appears to be no reference to the added pollution that will be created within the town centre by so many more dwellings being built by people who will use cars. Congestion and pollution are already incredibly high in the area.	re legally compliant The document should be online for the whole period of consultation and clearly accessible re soundness: 1. These buildings should be excluded from development site. 2. The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring buildings. 3. The amount of open space should be recorded as a requirement rather than a guideline. A balcony should not be the only outdoor space available for residents of higher buildings. 4. A requirement for affordable housing on the site should be set. The housing stock should be above the ward.	No	Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newness of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	
Sarah Ribben				S419 - Tesco and adjoining sites - Leytonstone	No	No	No Response Reason: The online document for the physical infrastructure has been difficult to find despite me emailing the error on the 20th December 2023, it would appear that the website has different document access depending on links. The document should be online for the whole period of consultation. The timing of the consultation at Christmas was at least 2 other consultations that were held in the part of the plan and open consultation. (The date has subsequently been deferred by 2 weeks now, it is not ideal because it is not justified or effective for the following points. 1. The site plan allows for the removal of a 17th century building locally listed, a row of Victorian houses with shops below and a locally listed church in focus for a local theatre group and other social groups). So far the aim to carry forward a cultural legacy and witness a physical history from the high road. These buildings should be excluded from development site. 2. The height of the two towers maximum 28 and 24 storeys. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant views in particular the local open green areas of Bowwood and Wansford Flats part of Epping Forest which are towers. Nor is there any recognition that that area of Leytonstone is 30 metres above sea level with the Wansford Flats part of Epping Forest is at 20 metres. This will not be enhancing the natural environment. The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring buildings. 3. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.44ha/2000 people) of open green space already and such developments will further dilute the provision widely	re legally compliant The document should be online for the whole period of consultation and clearly accessible re soundness: 1. These buildings should be excluded from development site. 2. The height of the buildings should be limited to the height of a maximum of 2 storeys higher than the neighbouring buildings. 3. The amount of open space should be recorded as a requirement rather than a guideline. A balcony should not be the only outdoor space available for residents of higher buildings. 4. A requirement for affordable housing on the site should be set. The housing stock should be above the ward.	No	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Mallinder				S419 - Tecco and adjoining sites, Leytonstone	No	No	No Response Is the plan legally compliant? No. Reasons: 1. The skyline documents do not provide a view from the adjacent green spaces i.e. the Hollow ponds and Wainstead Flats. 2. There is insufficient detail as to the level of car produced pollution these residents will be exposed to from the adjoining A12. This then goes against the 'Creating a Healthy City' section of the London Plan. Is the plan sound? No. Reasons: It is not sound because it is not justified or effective for the following points: 1. The site plan allows for the removal of a 37th century building locally listed, a row of Victorian houses with shops below and a locally listed church (a focus for a local theatre group and other social groups). So fails the aim to carry forward a cultural legacy and expose a physical history from the high road. 2. The height of the two towers maximum 28 and 24 stories. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant view in particular the local open green areas of Bowwood and Wainstead Flats part of Epping Forest which are lower. Nor is there any recognition that the area of Leytonstone is 30 metres above sea level while the wainstead flats part of Epping Forest is at 20 meters. This will not be enhancing the natural environment. In addition the statement "The centre of the site has been identified as appropriate for two tall buildings of 18- to 24 stories and 18- to 28 stories (this study sees 24- and 28 stories) creating a landmark on the Leytonstone Town Centre skyline and a further definition of the town centre of central Essex." The plan is not legally compliant as the skyline documents do not provide a view from the adjacent green spaces i.e. the Hollow ponds and Wainstead Flats. A skyline drawing should be done for the Leytonstone sites to show the effect on both these parklands. The plan is not sound because it is not justified or effective for the following points: 1. The site plan allows for the removal of a 37th century building locally listed, a row of Victorian houses with shops below and a locally listed church (a focus for a local theatre group and other social groups). So fails the aim to carry forward a cultural legacy and expose a physical history from the high road. These buildings should be excluded from development site. 2. The height of the two towers maximum 28 and 24 stories. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant view in particular the local open green areas of Bowwood and Wainstead Flats part of Epping Forest which are lower. Nor is there any recognition that the area of Leytonstone is 30 metres above sea level while the wainstead flats part of Epping Forest is at 20 meters. This will not be enhancing the natural environment. This will not provide a "better sense of arrival" into the area, how does a high block of flats say anything about an area apart from this not a nice place to be? 3. The height of the buildings should be limited to the height of a maximum of 2 stories higher than the neighbouring buildings. 4. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.41ha/1000 people) of open green space already and such developments will further reduce the provision widely acknowledged as important for the health and wellbeing of people. 5. The amount of open space should be recorded as a requirement rather than a guideline. A balcony should not be the only outdoor space available for residents of the buildings. These sites also a response to both S419 Tecco and Adjoining Sites, S420 Metalan Leytonstone.	Legal compliance: 1. Please provide the above skyline views for the proposed development. 2. Please provide more detail as to the level of car produced pollution the new residents on this site will be exposed to. The Plan Sound. 1. The building mentioned above should be excluded from development. 2. The height of the buildings should be limited to the height of a maximum of 2 stories higher than the neighbouring buildings. 3. The amount of open space should be recorded as a requirement other than a guideline. A balcony should not be the only outdoor space available for residents of higher buildings. 4. A requirement for different housing on the site should be set. 5. The housing stock should be more varied.	Yes	I grew on Becontree Road and returned to live here once more after 20 years away and feel there are many things that can be done to improve the new residents on this site. Through the evidence published in the Character Interconsultation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of generally affordable homes, however intermediate housing can and will play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.	
Suzanne Welsh				S419 - Tecco and adjoining sites, Leytonstone	No	No	No Response Is the plan legally compliant as the skyline documents do not provide a view from the adjacent green spaces i.e. the Hollow ponds and Wainstead Flats. A skyline drawing should be done for the Leytonstone sites to show the effect on both these parklands. The plan is not sound because it is not justified or effective for the following points: 1. The site plan allows for the removal of a 37th century building locally listed, a row of Victorian houses with shops below and a locally listed church (a focus for a local theatre group and other social groups). So fails the aim to carry forward a cultural legacy and expose a physical history from the high road. These buildings should be excluded from development site. 2. The height of the two towers maximum 28 and 24 stories. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant view in particular the local open green areas of Bowwood and Wainstead Flats part of Epping Forest which are lower. Nor is there any recognition that the area of Leytonstone is 30 metres above sea level while the wainstead flats part of Epping Forest is at 20 meters. This will not be enhancing the natural environment. This will not provide a "better sense of arrival" into the area, how does a high block of flats say anything about an area apart from this not a nice place to be? 3. The height of the buildings should be limited to the height of a maximum of 2 stories higher than the neighbouring buildings. 4. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.41ha/1000 people) of open green space already and such developments will further reduce the provision widely acknowledged as important for the health and wellbeing of people. 5. The amount of open space should be recorded as a requirement rather than a guideline. A balcony should not be the only outdoor space available for residents of the buildings. These sites also a response to both S419 Tecco and Adjoining Sites, S420 Metalan Leytonstone.	The plan is not legally compliant as the skyline documents do not provide a view from the adjacent green spaces i.e. the Hollow ponds and Wainstead Flats. A skyline drawing should be done for the Leytonstone sites to show the effect on both these parklands. The plan is not sound because it is not justified or effective for the following points: 1. The site plan allows for the removal of a 37th century building locally listed, a row of Victorian houses with shops below and a locally listed church (a focus for a local theatre group and other social groups). So fails the aim to carry forward a cultural legacy and expose a physical history from the high road. 2. The height of the two towers maximum 28 and 24 stories. Dominate the nationally listed Leytonstone House and the Browning Road conservation area. The skyline studies do not include more distant view in particular the local open green areas of Bowwood and Wainstead Flats part of Epping Forest which are lower. Nor is there any recognition that the area of Leytonstone is 30 metres above sea level while the wainstead flats part of Epping Forest is at 20 meters. This will not be enhancing the natural environment. This will not provide a "better sense of arrival" into the area, how does a high block of flats say anything about an area apart from this not a nice place to be? 3. The height of the buildings should be limited to the height of a maximum of 2 stories higher than the neighbouring buildings. 4. The plans do not set a requirement for open green spaces for residents in the developments nor public spaces near the buildings. Leytonstone ward has one of the lowest provisions (0.41ha/1000 people) of open green space already and such developments will further reduce the provision widely acknowledged as important for the health and wellbeing of people. 5. The amount of open space should be recorded as a requirement rather than a guideline. A balcony should not be the only outdoor space available for residents of the buildings. These sites also a response to both S419 Tecco and Adjoining Sites, S420 Metalan Leytonstone.	No	Through the evidence published in the Character Interconsultation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of generally affordable homes, however intermediate housing can and will play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.	
Fiona Sidiaci				S419 - Tecco and adjoining sites, Leytonstone	Yes	No	Yes General Comments I support development of the sites mentioned and support having a local plan so that development is a bit more planned and cohesive. I also appreciate the need for more housing in the area and understand the benefits that development can bring to an area in terms of investment. On the question of Soundness: Like many people I am concerned about the height of the buildings that are being talked about in the Skyline Study document. I feel that they are excessive for what LP1 categorises as a local centre such as Leytonstone and that their impact on the skyline, on the balance of types of household dwellings would outweigh any benefits the development might bring. The sites are very close to listed and heritage buildings and in particular St John's church next to the Metalan site which is central to Leytonstone life in terms of both location and community. The Tecco site is very close to conservation areas such as Bowwood Rd and given the height of this area any tall and taller buildings will also be visible from areas of Epping Forest such as Hollow ponds, views from here are not depicted in the document. The top down planning approach that takes a number of homes requirement against a 2025 both a period of change in between then and now) and then divides the allocation out over the sites available for development.		No	Through the evidence published in the Character Interconsultation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. This response is noted. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA). The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the Borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email post. As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 1 document is available to view in full online on Waltham Forest Council's website.	
Martina Leewen				S419 - Tecco and adjoining sites, Leytonstone	No	No	No Response 1. My big concern is the impact of this project on the nearby green spaces: Hollow Ponds and Wainstead Flats. I feel it is not compliant as it does not show the impact of a higher rise here visually and also in terms of the benefit on this valuable natural resource including wildlife. I question whether such an enormous height rise is in line with the current climate emergency. 2. The plan also appears to remove a number of historical locally listed buildings, which is contrary not in line with the aim of protecting the cultural legacy of the area. 3. I think the height of the suggested developments (24 and 28 stories) would dominate the Browning Rd conservation area and be out of keeping with the height of other buildings in the area, looking over the sky line. The height of the building should really be limited to 2 floors above others in the area. 4. I'm also concerned about the number of suggested homes and negative environmental impact of concentrated population increase on the nearby Epping Forest area. 5. The plans do not clearly set out green space requirements, when we know this is so important to give a green corridor to pollination, as well as spaces for people who benefit as well as research. Clearly points out Leytonstone ward already suffers from a low number of trees and green spaces. 6. There also appears to be a lack of variety of accommodation in these plans, with small flats dominating. There is concern that the number of flats planned, there may be a shift in the demographic of this family friendly area. A better balance of a mix of housing should be a requirement for this plan.	Ensure that there is a clearly set out green space requirement for these developments (before a site with the same size ground) below the slope / jobs of the high rise to be in keeping with the local area, rather than looming over it. Gather information on the impact of a development on the natural habitats of Hollow Ponds and Wainstead Flats area. Allow towers housing stock.	No	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA). In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. Through the evidence published in the Character Interconsultation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S419 - Tesco and adjoining sites Leytonstone	No	No	Yes	<p>It is totally unacceptable for the Welsh Church to be demolished. This will set a precedent for the council to target other places of worship by means of aggressive compulsory purchase. It is considered unacceptable for the proposed new dwellings to exceed the height of the existing buildings.</p> <p>Consideration should be given to the local infrastructure to support the proposed new properties. Consideration should be given to the priority of providing social housing for local residents rather than so called "affordable housing" for new residents encouraged to live in this Borough.</p> <p>There should not be any reduction in the provision of car parking facilities in the Tesco site. The council must consider that there is continuing need for motor transport.</p>			-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of identification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p>
				S419 - Tesco and adjoining sites Leytonstone	No	No	No	<p>We need better facilities, plus a super market, not ugly and cheap high rise buildings. The site is extremely close to the motorway so the health implications for residents is obvious.</p>	No high rises and do not remove the supermarket which many local residents rely on for their daily provisions.		-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Chris Morris				S419 - Tesco and adjoining sites Leytonstone	No Response	No	No	<p>Too many homes proposed for a small area without additional infrastructure to support existing population. Number of retail units not confirmed. Proposal would result in a "conveyor area as existing shops and facilities are not sufficient to support such a large development"</p>	Fewer homes, supermarket related with additional retail units. No to high rise development!		-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Stuart Spearpoint				S419 - Tesco and adjoining sites Leytonstone	No	No	No			No	-	This response is noted.
David Boote				S419 - Tesco and adjoining sites Leytonstone	No	No	No	<p>The development requirement should include preservation of 882/885 High Road, the oldest building in Leytonstone, late 17th century.</p>	The development requirement should include preservation of 882/885 High Road, the oldest building in Leytonstone, late 17th century.		-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of identification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p>

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M. Muzet				S419 - Tesco and adjoining sites - Leytonstone	No			The area is part of town centre & needs to be a community area with shops and low rise houses, if there is room, so church, library etc stays visually centre of community area			-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Jake Green				S419 - Tesco and adjoining sites - Leytonstone	No	No	No	Tower blocks in the area are simply not the answer - it is a heavy handed approach to the housing crisis.	Maximum 3-4 story apartment blocks would be a good compromise.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Valli				S419 - Tesco and adjoining sites - Leytonstone	No	No	No	Developments should be appropriate to the area. The vast overcrowding of a small area will only result in more traffic in local roads and educational and healthcare service provision is not sustainable for such a proposed large population. The placement of this high rise and subsequent population is not compliant with the conservative style of housing Leytonstone is home to.  Developments should be scaled down and allow for ample amenities for residents as what value is there to our lovely Leytonstone if we spoil its tranquil urban nature.	High rises should be scaled down in height to ensure they do not exceed current high rise levels while ensuring that developments ensure ample provision for cycling, walking, cars, delivery vans.	No	Residents should be part of the modification process and should be present to review proposed to ensure concerns are adequately addressed as well as to add support for modifications which meet the needs of residents.	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.
Simon Abbott				S419 - Tesco and adjoining sites - Leytonstone	Yes	Yes	Yes	Special consideration needs to be made in consideration of the Macdonalds restaurant and how it is used by vehicles. It currently contributes significantly to congestion along the adjacent high street which is present for the majority of each day. Motorists by vehicles entering the car park from the high street waiting for an opportunity to enter and blocking the single lane high street traffic while waiting. This traffic always backs up and can frequently cause obstruction as far back as the Green Man roundabout.  Either create full roof ways of entering and exiting the car park without obstructing other traffic, or remove option of car use of Macdonalds completely - this would provide significant amount of additional development space for the plans.  Existing junction at Tesco car park entrance does not have a box junction classification and regularly results in car park gridlock with no way out from cars blocking exit. High usage consequences such as these need to be considered within new plans.		Yes	-	Proposed new development that would result in a change of access and egress from the site in both operational and construction phases will be subjected to a detailed study of the site to assess the current and projected traffic flows in the area. This will be taken into consideration as part of the pre-application and planning application process by the Council's Highways Department. Conditions will be placed on the planning application to make improvements to the highways and to that access/egress of the site when it is deemed necessary.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Elaine Burgess				S419 - Tesco and adjoining sites - Leytonstone				A mixture of houses (not just flats) is needed. There is a shortage of family houses in Leytonstone. This shortage has led to current house prices rising and being unaffordable to many young and not so young people/couples looking to start a family and/or to respond to the needs of their growing family. This prevents young families from living here and a more transient population here for a few years only and not staying to 'commute'. As much as flats are needed for people to get on the housing ladder, if there are only flats this can lead to a very mobile population that move in and out of the area to start a family. Communities need a good mixture of both types of accommodation.  Potential for height is not explained. Is this three or four stories or are we looking at heights similar to ones at Barkthorpe Road? I would be against anything over 3-4 stories high I wouldn't want to see large tower blocks dominating the area which 'sticks in' the space at ground level. Needs to be kept in keeping with the area and especially the historic Leytonstone House.  Affordable housing is not explained. Affordable for who, I hope people in 'normal' jobs currently unable to get on the housing ladder.		No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Rebecca Fanning				S439 - Tesco and adjoining sites - Leytonstone	Yes	No		The question of height suggests reverting back to the problems associated with John Drinkwater tower which blocked views of war-torn flats. Rather than building up, would encourage the plans to find an optimum level which do not encourage antisocial behaviour and continue access to a large local supermarket to avoid the need to drive to Woodford, Leyton or Stratford for large supermarkets.	Avoid height	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Location (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.
Julia Ingal				S439 - Tesco and adjoining sites - Leytonstone	No Response	No Response	No Response		Plan has no parking provision mentioned. This site is and would remain an important supermarket for the area therefore parking is vital if it is to be viable. Access to the site immediately from Green Man roundabout would ease traffic congestion in Leytonstone High Street making it an overall more attractive place to visit. Parking could be under the site.	No	-	The supermarket would need to be reproduced as part of any development that comes forward on this site that has an active frontage onto Leytonstone High Road.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Michael De La Lama				S439 - Tesco and adjoining sites - Leytonstone	No	No	No	You cannot demolish the Welsh church or the ancient "tenement". They are too architecturally important to lose and the character of the area will suffer and become faceless if they are lost.	You cannot demolish the Welsh church or the ancient "tenement". They are too architecturally important to lose and the character of the area will suffer and become faceless if they are lost.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  In Local Plan Part 1, Policy 72, Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these issues that would lead to either substantial harm or total loss of a designated heritage asset.
Margaret Walls				S439 - Tesco and adjoining sites - Leytonstone	No	No	No	It is unclear how people in the local area have been consulted about this development. No one else I spoke to on my street seems to know about this. I am therefore unsure as to what extent this major proposal is an inclusive consultation. How all communities been informed? The maps/plans provided are not clear enough for people to understand. Need to have more detail and 3D diagrams of this site and within Leytonstone including other proposed buildings so can see full impact.	Having lived in the area for 50 years I am very concerned about this proposal for many reasons. The proposal for high-rise flats in several locations around Leytonstone including this one shows lack of consideration of the impact on local residents who currently or are likely to live here. A 3D model showing all the proposed flats in situ in Leytonstone would show the more clearly and has not been provided here. I enjoy many walks in the local streets and the views of the city and other historic buildings. I am depressed to think that these flats are likely to block such views. Has anyone considered how the skyline will look? It is not clear how Tesco will be able to continue to operate without a car park. I am certainly unable to carry large items home and therefore need to be able to use my car for this which will be the case for most people. I also feel the lack of car park spaces will mean that the streets closest to Tesco will be used for parking for shopping and visitors to the flats therefore making it impossible for local residents to park, especially at the weekends and after 2:00pm when there are no restrictions. Peak times will become a nightmare. I believe some housing should be created but too many flats will mean more pressure on the infra structure and services. Without car park space residents of the local area will have to drive elsewhere to shop, further impacting the environment and leading to constant congestion. Will there even be enough NHS, school staff etc available to support increased numbers? Has this been considered in light of current shortages in services. Public transport will not be able to accommodate the proposed increased numbers - most flats are likely to have 2 extra commuters at peak hours. A realistic number of flats needs to be considered along side sufficient parking for customers so that everyone can continue to enjoy living in Leytonstone. Increased rents for many shop owners from private landlords has made it very difficult for small business to operate. Hopefully some affordable rental spaces could be created as part of the development eg restaurants or shops.	I would like to strongly oppose high-rise buildings in the area.	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online with Waltham Forest Council's website.
Karol Salschicki				S439 - Tesco and adjoining sites - Leytonstone	No Response	No	No	No definition of soundness has been provided. I assume the word is being used in a sense specific to local planning, but as there is no definition it is impossible for a member of the public to make a sensible comment. This should invalidate the consultation.  If you are being 'sound' in the sense of being designed to meet foreseeable local needs, I think the plans for the Tesco site are not sound. They appear to make little provision for car parking. It is unrealistic to expect people to carry their weekly food shopping home by public transport or cycle, in particular if they are shopping for a family, are older or have disabilities. I am in favour of encouraging car use where possible but I do not think the approach is sound in this case. If the site is redeveloped to provide a supermarket without car parking, people will just drive to supermarkets further away to do their main weekly shopping.	Ensure there is the same amount of car parking provided for the redeveloped supermarket as there is present. Of course the parking could be provided in a multi-storey car park.	Yes	-	This response is noted. Waltham Forest has an identified need to provide additional industrial floorspace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorspace, and the intensification of industrial provision is encouraged.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
										No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Liz Floyd				S419 - Tesco and adjoining sites Leytonstone	No Response	No	No	There has not been full and proper consultation with the local community and the wording in this survey seems to be designed to alienate people who might want to contribute.	Full and meaningful consultation with the local community about the development proposals in the Local Plan, detailed and clearly labelled articles/implications showing the proposed structure and open spaces; provide detail about what infrastructure will be provided to service the proposed new homes, and in particular NHS health services. Any new housing should be truly affordable housing at Council rent levels to ensure that families are able to afford to stay in the area. Given the health risks posed by tower blocks, and the loss of light to adjoining homes and schools, the new builds should not exceed 4 stories.		Because I am an interested resident	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Francesca Babolin				S419 - Tesco and adjoining sites Leytonstone	Yes	Yes	Yes			Yes	-	This response is noted.
Norman Haynes				S419 - Tesco and adjoining sites Leytonstone	No Response	Yes	Yes			No	-	This response is noted.
Mark Chapman				S419 - Tesco and adjoining sites Leytonstone	No Response	No	No Response			No	-	This response is noted.
Eile Edworthy				S419 - Tesco and adjoining sites Leytonstone	Yes	No			I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrosity a developer would wish to build. I would want all those yellow stars removed.	No	-	This response is noted.
-				S419 - Tesco and adjoining sites Leytonstone	No	No	No	Council never fidens and twists the data		No	-	This response is noted.

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Melis Patel				SA19 - Tesco and adjoining sites Leytonstone	No	No	No			No	-	This response is noted.
Stephen Hines				SA19 - Tesco and adjoining sites Leytonstone	No	No	No	It is not possible for a development on this site to front onto Leyton High Road. Please proof read better!!		No	-	This response is noted.
				SA19 - Tesco and adjoining sites Leytonstone	No	No	No	Waltham Forest ignore residents views	Listen to the residents	No	-	This Response is Noted.
Rachel Britton				SA20 - Matalan Leytonstone	No	No	No	No detailed evidence of the skyline plan has been produced, not any reference to the impact this will have on the natural area or the historic buildings, e.g. St John's church of such high rise buildings have been produced. There also appears to be no reference to the added pollution that will be created within the town centre by so many more dwellings being built by people who will use cars. Congestion and pollution are already incredibly high in the area.			-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use classes that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow retail units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontages and having residents located within the borough's centres, ensuring that most people's daily needs can be met within a close proximity to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support our high street and town centre use that may emerge in the future to help maintain their vitality and distinction.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Sophi Ritten				SA20 - Matalan Leytonstone	No	No	No	The website has been challenging to access documents presumably because there have been technical changes to it. The physical infra structure papers have been unavailable for part of the duration of consultation. A full 4 weeks should be made available to access documents. It is not sound because it is not justified or effective for the following reasons: 1. The draft skyline document indicates two taller buildings, only one is visible on the document for consultation. It is therefore not clear what is being allowed. The plans should be clear about the building heights that would be necessary to achieve the housing requirement of the council. 2. This site is topographically higher than the nearby parts of Epping Forest and no skyline studies are available from that view point to judge impact on the nationally important open green space in the adjoining borough. A skyline study should be done. Leytonstone ward has a density of 305 people per hectare and the 4 sites identified in the Leytonstone centre in the form of high-rise flats will increase the density by 332 or 39 people per hectare depending on the flat sizes. Indeed, the adjoining wards all have densities ranging between 126 to 359 people per hectare and are earmarked for further densification Waltham Forest LDF Core Strategy - Proposed Submission Page 42 58. Removing to Wf require 3 or more bedroom. 72.2% of demand require 2 or more bedrooms. 23.3% of existing households are overcrowded (national avg. 3%) This site has already had a development of 50 one bed flats and three 2 bed flats.	A full 4 weeks should be made available to access documents. The plans should be clear about the building heights that would be necessary to achieve the housing requirement of the council. A skyline study should be done regarding proposal to green spaces especially taking into account of the topography. The local authority should not be used as a throughfare or alternative garden for the proposed development. This view should be protected.		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are to be low-cost rented, and which are to be intermediate and the expected mix of sizes. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>All new development will need to provide an appropriate amount of well-designed, suitably located and usable private and community amenity space.</p>

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Hilary Douce				S420 - Matlani Leytonstone	No Response	No	No	I have looked at comments made on the draft plan and people were concerned about height and density, yet this pertains here in this plan. I have no problem with the site being used for additional housing but the density means that the dwellings will be both high and small to maximise floors. The forward of the "Shaping the Borough" document states that people come here to raise families. The result of this plan will be small units that are unsuitable for children and families. People have to have experiences to find affordable family housing and this plan will not help people to remain settled in the borough. Small units mean that people grow up of them and they do not facilitate a stable community with ownership of the place you live. The heights that look likely, will not only impact on the views from the High Road but also impact upon the green spaces that we really value; Wansford Flats & Hollow Ponds. Actual houses or good family sized low floor flats would be great in this area - but NOT high rise where no one would choose to bring up children. There is a shortage of family housing and an oversupply of flats with nothing in between. This does not make family housing affordable and causes the risk of people being trapped in unsuitable accommodation for a long time. The transport, health, school, daycare infrastructure is already under strain. The level of density proposed will not help this.	Low level housing that does not impact on the skyline. Houses or flats with green spaces large enough to accommodate families.	Yes	It would be good to have say as I feel strongly about the proposal.	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developer sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA).</p>
-				S420 - Matlani Leytonstone	No Response	No	No	The introduction of enormous overbearing towerblocks, combined with the already lesser green space in this part of the borough would equate to a degradation of quality of life and the absolute elimination of the cherished and cherished old settings of many existing valuable assets, such as St John's Church, Epping Forest, Hollow Ponds, and Brewhar Road Conservation Area. Where will all the people living in the flats go for outdoor leisure? What additional health services will they access? It is also completely unrealistic that new homes would attract at least 50% of the car value in additional vehicles on the already depleted roads (additional vehicles). Currently amongst the many bus routes, Leytonstone High Rd, where all of this development branches from, features ONE singular bus route that remains within the borough (D7), meaning that many residents are unlikely to remain in the borough when spending their money on shopping, leisure and further adding doubt upon the real need spending LDFP Council is chasing. There is also a huge assumption that all new residents are able to undertake their professional occupation from a workspace, can care workers or need nurses do this, of course not. This is greenwashing at its worst and the impact to the elderly and less privileged appears completely disregarded.	Much increased realistic engagement efforts, whereby internet access and self navigation is not the concentrated consulting focus methodology. A far greater impartiality applied, rather than the current single minded outlook demonstrated by LDFP Council to create a homogenous village environment, devoid of family and family friendly transport options, which result in the risk of the existing cultural and architectural diversity and capital city environment enjoyed by residents, being made extinct by it thought out and non inclusive strategy.	-	<p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA).</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>Waltham Forest a wide range of measures are being implemented to promote road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p> <p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p>	
Tony Penhigon				S420 - Matlani Leytonstone	No Response	No Response	No Response	It is unclear as to the height of the proposed tower block. Anything over 6 stories would, in my view, significantly impact on adjacent neighborhoods. The number of homes proposed on the site, coupled with building proposals in other sites would significantly affect the local infrastructure, in particular increasing demand on already overburdened transport, health, social care and education services. This borough needs more affordable family homes. I am not convinced of the case for a large expansion of 1 and 2 bedroom apartments which would cause isolated families.	A greater emphasis should be placed on building affordable family homes.	-	<p>Through the evidence published in the Character Interference Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p>	
Marin Mitchell				S420 - Matlani Leytonstone	No Response	No	No Response	I have no specific comments on the legality of the local plan in respect of this proposed development site. However I consider that the proposal is contrary due to the scale of the proposed development. Its proposed scale and height will have a negative impact on Leytonstone town centre including the historic St John's church which is the focal point of the town centre. I am also concerned at the potential loss of commercial and retail spaces and thus material loss in business cases income due to the council and the Mayor for key local and strategic services such as transport which will be offset by the extra raised in council tax by the proposed new residential development. The height potentially being considered would obstruct views of the historic St John's church which is a key landmark. There would also be the loss of parking spaces which would have equal implications as it would make the town centre more difficult to access for families, elderly and disabled residents locally. There will also be significant disruption to the town centre while any redevelopment work is undertaken which would be to the detriment of existing residents and businesses.	I oppose the proposed development at the current Matlani site given its proposed height and scale. It is not a suitable location given its proximity to the historic St John's church site and may lead to significant losses in revenues to the council in business sites in a key town centre commercial location. A smaller development commensurate with the existing surrounding residential developments such as Kirkdale House, Robert House and Nexus Court might be more acceptable but would still potentially raise similar challenges and issues.	-	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>	
										No		

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Malgorzata 1				S420 - Matellan Leytonstone	No Response	No	No Response	The proposed use of the new development will have a significant negative impact on the current character of the area. Any new apartments will block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park provides access for many customers from the surrounding area to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	The maximum number of stores should not be more than four to maintain the character of the local area. The total number of new flats on the proposed land should not be more than 30 to match the nearby Nexus Court and Robert House.		-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2025).</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Elisabeth Nicholson				S420 - Matellan Leytonstone	No Response	No	No Response	It would be nice to see this area redeveloped but 150 homes is excessive. Where will people in these homes park? High Rise buildings will make the area feel more enclosed and impact views.	Keep it commercial redevelopment. Not high rise. Keep parking.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Characterisation and Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Liz Floyd				S420 - Matellan Leytonstone	No Response	No	No	There has not been full consultation with the local community. The drawing shows an area where there is potential for height, but does not specify how high, which has led to speculation over tower blocks. Any new housing should be Council rent levels and truly affordable.	Detailed plans, including artists' impressions, should be published. A rationale for building tower blocks should be produced, with evidence. Any new dwellings should be available at Council rent levels. New home building must be matched by infrastructure planning and plans for new services, such as health services.	No	Because I am an interested resident	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p>
Barnikel Robert				S420 - Matellan Leytonstone	No	No	No	I think this will add to the traffic problems we already have around here, an extra 150 dwellings will cause chaos. Traffic already grids to a halt on the one way system	There will be a big inconvenience to the area if building starts, as the demolition process then the building operations needs shops and houses. The BRM site is better suited	Yes	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes towards encouraging walking, cycling and public transport use, planning applications for all new development must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>

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Rebecca Fanning				S420 - Matlahan Leytonstone	Yes	No	No	The possibility of adding height to the location with detract light from St John's church yard and compete with the skyline as the centre of the town. It will also remove valuable parking space from the centre of the town. It would encourage urban greening and the possibility of making this space one for local markets and traders to flourish.	Remove the element of height from the plan.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
-				S420 - Matlahan Leytonstone	No	No	No	Businesses should be encouraged to keep the town centre alive not to be closed down for more housing where we want have the infrastructure to support more people. We need doctors and dentists and facilities before more new homes.	Before allowing new homes we need to see a plan to keep the town centre thriving. The council need to manage greedy landlords selling off shops for homes and any new homes built by housing companies should have to also provide facilities for doctors, dentists, child care, community centres and shops.	No	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use classes that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow retail units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontages and having residents located within the borough's centre, ensuring that most peoples daily needs can be met within a close to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.</p> <p>The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Michael Catchpole				S420 - Matlahan Leytonstone	Yes	Yes	Yes			-	-	This response is noted.
Sandra Martinez				S420 - Matlahan Leytonstone	No	No	No			No	-	This response is noted.
Norman Haynes				S420 - Matlahan Leytonstone	No Response	Yes	Yes			No	-	This response is noted.

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Maigrout 1				SA20 - Matlani Leytonstone	No	Response	No	No	The size of the proposed development will have a very negative impact on the neighbourhood and its character. Any new apartments will block out light to the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park is a private access for many customers from the surrounding area to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	Any new development should be limited to max 4 storey and no more than 10 flats to match the nearby Nexus Court and Robert House.	-	-	This response is noted.
-				SA20 - Matlani Leytonstone	No	Response	No	No	Any new apartments will block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court.  The commercial unit in place currently as Matlani is well patronised by many local residents and also draws in many people in the immediate area and from further away. The local demographics of many young families, particularly rely on the convenience of quick and cheap baby and children's sections.  The existing car park is a prime location that provides access for many customers from the surrounding area to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.  The existing road layout of the one way system through the high road already causes several points of congestion all throughout the week, additional properties will mean any and all additional traffic through the area in relation to these flats including residents and visitors.  The amenity boundary that is marked are parking bays for Nexus Court residents and a right of access way. These would need to be maintained, with acceptable manoeuvrability space to actually park in those bays.  With Nexus Court residential block so close to building site and many residents working from home, the build would be required to not exceed legal and tolerable noise levels to inflict on Nexus Court residents, particularly whilst working.	My main alternative proposal is that the focus should be on the other sites proposed for redevelopment, as they are better suited for already being in larger open spaces with far less impact on an already struggling part of the High Road and congested area/directly adjacent to an existing residential block, but if proceeding on this site then the following should be considered:  The negative impact on the local community and small businesses needs to be addressed in full consultation at an open meeting. Plans need to be shared in conjunction with Council presented plans for infrastructure considerations and maintaining services in the area. This needs to cover the points on Traffic and road layout (needs significant rethink about redirecting roads), accessibility to businesses on the High Road (via commercial car park spaces), removal of the matlani commercial unit.  The noise levels on the build work need to be dampened in some way to not damage hearing of local residents and be taken place outside of office hours and night time hours.  Plans should be adapted to ensure building height does not exceed a level that would obstruct light on considered areas mentioned above.  Plans should be adapted to ensure that no infringement on the existing right of access ways for the Nexus Court private residents parking bays and appropriate clearance allowed for manoeuvre, given the angles of the spaces.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy, loss of daylight/sunlight and noise.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre developments that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough and maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new reality of congestion, parking problems and improve air quality.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new reality of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/indoorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  All applications will be required to submit a Construction Logistics Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
Justin Locke				SA20 - Matlani Leytonstone	No	Response	No	No	Section 24 of the Planning and Compulsory Purchase Act 2004 requires that local development documents must be in general conformity with the spatial development strategy (like the London Plan).  Policy D3.1 of the London Plan deals with London form, character and capacity for growth, paragraph 3.1.2 concerns understanding the existing character and context of an area. My concern with this aspect of the plan is that it envisages 150 metres, and the plan indicates a location where there is 'potential for height'.  A high-rise building in the location and context of the Matlani site is not consistent with the character of the area, which does not include any tall buildings, except for the church. Such a building has the potential to 'loom' over the area and will have undue prominence in such a central location, as well as competing with the view of central Lambeth down the High Road and from Westfield Flats (where the church is clearly visible). By contrast, the adjacent Nexus Court is a medium-rise building, next to which a high-rise building would be out of character. Accordingly, this aspect of the plan is not in general conformity with the London Plan.	To achieve general conformity with the London Plan, this aspect of the plan should be modified so as to remove the 'potential for height'.	-	Assuming no other respondents make the same points as me I would want to make my arguments in person.	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Fiona Sinclair				SA20 - Matlani Leytonstone	Yes	No	Yes	No	Please take this as a response to both SA19 Tesco and Adjoning Site, SA20 Matlani Leytonstone. General Comments I support development of the sites mentioned and support having a local plan so that development is a bit more planned and cohesive. I also appreciate the need for more housing in the area and understand the benefits that development can bring to an area in terms of investment. On the question of Soundness: Like many people I am concerned about the height of the buildings that are being talked about in the Skyline Study document. I feel that they are excessive for what LPA categorises as a local centre such as Leytonstone and that their impact on the skyline, on the balance of types of household dwellings would outweigh any benefits the development might bring. The sites are very close to listed and heritage buildings and in particular St John's Church next to the Matlani site which is central to Leytonstone life in terms of both location and community. The Tesco site is very close to conservation areas such as Browning Rd and given the height of this area any tall and taller buildings will also be visible from areas of Epping Forest such as hollow ponds, views from here are not depicted in the document. The top down planning approach that takes a number of elements of terms requirement contained in 2019 (with such a period of change in between them and now) and then divides the allocation over the sites available does not feel to be a 'Character or' design led approach and I feel it is likely to lead to plans only coming forward for tall buildings containing small flats and not bring forward plans that deliver a good mix of housing in such different needs. It has not been made clear how it has been decided that a centre such as Leytonstone has moved from being designated as a 'Local Centre in LPA including a site indicated for 'transformational development' the Skyline document does not show the impact of tall and taller buildings from the viewpoint of Epping Forest and I feel it may be more to not be a good indicator of the impact of the other potential buildings of height. In terms of Green space I feel that green/open spaces should not be only in the form of balconies, space offset elsewhere in the borough or through signposting		Yes	-	This response is noted.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduce the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow Retail Units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active heritage and having residents located within the borough's centre, ensuring that most people daily needs can be met within a closely to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and destination.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (S SAC).  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of uses. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.  All new development will need to provide an appropriate amount of well-designed, suitably located and usable private and community amenity space.  As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S420 - Matlain Leytonstone	No	No	No	<p>1) Matlain is an asset for the area and gives the chance to shop at a decent price also who cannot afford the "Westfield price range". Also brings many people in the area and generate business also to other local shops.</p> <p>2) such a big site would create disruption to the public quiet in a residential area for long time and it would affect property values in the area.</p> <p>3) high rise buildings would create a big unbalance in the landscape of Leytonstone high road and will also affect property value in the area.</p>				<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p>
				S420 - Matlain Leytonstone	No	No	No Response	The areas does not have the infrastructure to allow this many non-commercial buildings in the vicinity, which would deplete resources, parking and add more traffic through the area. We need leisure, community and commerce rather than more people!	Reduction in residential proposal, and add more green space, parking, shops and community services			<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
				S420 - Matlain Leytonstone	No	No	No	<p>Firstly, the high Street needs shops in this location, not dwellings. The B&amp;M store would be far more suitable for this type of development.</p> <p>Secondly, the proposed building is too big. Any building should be a maximum of 4 stories high fit to with Nexus Court and Robert House.</p> <p>Thirdly, the proposed development would cause a huge increase in traffic, in an already very congested area.</p> <p>Fourthly, the huge increase in residents would lead to an increase in demand for visitors permits. It is already extremely difficult to park in residents bays in Kirkdale Road and Lennie Road.</p> <p>In addition, the amount of noise that will result from the proposed development will affect many nearby residents, pedestrians and shop owners.</p> <p>Fifthly, the height of the proposed building will reduce the sunlight in the nearby churchyard.</p>	Remodel Matlain into shops instead of demolishing and rebuilding flats. Any building should be no more than four storeys high.			<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Johnny Worthington				S420 - Matlain Leytonstone	No	No	No	<p>First, this site would be better served by shops than flats. This area of the high street is very popular with shoppers. B&amp;M would be better suited for this type of plan.</p> <p>Second, the proposed building will lead to a big increase in traffic, in an already congested area.</p> <p>Third, the proposed building will lead to an increase in the demand for visitors permits. Parking in residents bays in Lennie Road and Kirkdale Road is already extremely difficult due to a lack of supply.</p> <p>Fourth, there will be a huge increase in noise for the duration of the demolition and rebuild. This will be difficult for local residents, pedestrians and shop keepers.</p> <p>Fifth, the height of the proposed building will affect sunlight on nearby areas including the church yard.</p>	Modify Matlain into smaller shops. Any new building should be no higher than four storeys.			<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>

No

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S420 - Matlaton Leytonstone	No	No	No	Why are you taking away all our retail shops we have a poor range of shops in Leytonstone. You are taking away Matlaton and B&M SO WHAT ARE YOU LEAVING IN WITH CHOCORIS SHOPS BETTING OFFICES AND WALBAYS FIS BUILD SOMWHERE ELSE	Build flats where the town hall is		-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use classes that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow retail units in Designated Centres to be converted to residential use at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active forecourt and having residents located within the borough's centre ensuring that most people's daily needs can be met within a close to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses than may emerge in the future to help maintain their vitality and distinction.
Flavia Abela				S420 - Matlaton Leytonstone	No	No	No	Any tall building will spoil the little village feel that is left of this area and obstruct the Church tower which is currently visible from a 360-degree radius.  Any new apartments will also block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court.  The commercial unit in place currently at Matlaton is well patronised by many local residents and also draws in many people in the immediate area and from further away. The local demographics of mainly young families particularly rely on the convenience of quick and cheap baby and children's sections.  The Church, Matlaton and the residents at Nexus Court have a long-standing agreement / relationship and often work together for the H&C of the people who live and work around the car park ensuring it is clean and well lit.  The existing car park is in a prime location that provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.  The existing road layout of the one-way system through the high road already causes several points of congestion all throughout the week, additional properties will mean any and all additional traffic through the area in relation to these flats including residents and visitors.	I propose that the focus should be on other sites proposed for redevelopment, as they are better suited for already being in larger open spaces with far less impact on an already struggling High Road and congested area directly adjacent to an existing residential block, but if proceeding on this site then the following should be considered:  The negative impact on the local community and small businesses needs to be addressed in full consultation at an open meeting. Plans need to be shared in conjunction with Council presented plans for infrastructure considerations and maintaining services in the area. This needs to cover the points on Traffic and road layout (need's significant rethink about pedestrian routes, accessibility to the high road (as commercial car park space), removal of the Matlaton commercial unit.  Regarding the noise levels: Many residents now work from home, have long term stress or are elderly and do not work. Any building or converting the Matlaton into a Supermarket will mean noise throughout the day and throughout the night as they have to do deliveries. This will impact all the residents in Robert House, surrounding houses, particularly Nexus Court.  As for the building work this will need to be dampened in some way to not damage hearing of local residents and be taken place outside of office hours and night time hours.  Plans should be adapted to ensure building height does not exceed any level that would obstruct light.  An considered areas mentioned above.  Also having more residents in such close proximity will raise noise levels and rubbish too.	Yes	As a resident of many years in this area, home owner who works from home and takes care of an elderly resident very integrated in the local community it would be important to be included in all ongoing discussions	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy, loss of daylight/sunlight and noise.  Through the evidence published in the Character Identification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Melinda Briggs				S420 - Matlaton Leytonstone	No	No	No	The possibility for height site will block the natural light to the block of flats adjacent to the Matlaton carpark.	None should be considered as the area is designated as an open space.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Andy Derwent				S420 - Matlaton Leytonstone	No	No	No	I am concerned at the number of residences proposed for the area. There is also no information on how tall the buildings will be and to what extent they will be affordable.	Reduce numbers and ensure affordable.	Yes	To explain my objection	Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Andy Derwent				S420 - Matlaton Leytonstone	No	No	No	I am concerned at the number of new residences you are proposing building on the Matlaton site. There is no information about how tall they will be.  Also, how many will be affordable housing?	Reduce the number of residences. Ensure that the majority are affordable.	Yes	To explain my objection	Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Barnial Robert				S420 - Matstall Leytonstone	No	No	No	I live in Nexus Court, which are the flats in the car park already. The disruption caused by the demolition of matstalls and the construction of new houses would be a nightmare. We already have a shortage of parking here, due to us buying any car using matstall car park, where would all the vehicles park belonging to these new places? A better site would be B&M. We need matstall here it brings a lot of people to the area. Plus it will block out our view		No	-	As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Fawa Abela				S420 - Matstall Leytonstone	No	No	No	Any tall building will spoil the little village feel that is left of this area and diminish the Church tower which is currently visible from a 360 degree radius. Any new apartments will also block out light on the existing open community spaces of the church yard and for directly neighbouring residential block Nexus Court. The commercial unit in place currently as Matstall is well patronised by many local residents and also draws in many people in the immediate area and from further away. The local demographics of mainly young families, particularly rely on the convenience of quick and cheap baby and children's necessities. The Church, Matstall and the residents at Nexus Court have a long standing agreement / relationship and often work together for the H&S of the people who live and work around the car park ensuring it is clean and well lit. The existing car park is in a prime location that provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses. The existing road layout of the one-way system through the high road already causes several points of congestion all throughout the week, additional properties will mean any and all additional traffic through the area in relation to these flats including residents and visitors. This location is bounded by the 100m road on one side for Nexus Court. You haven't provided any detail or an artists impression of the proposed new scheme. The existing pedestrian access is presumably unchanged. Other than a cycle park how is this supposed to benefit cyclists? Where are the amenities for new residents? How many homes will be genuinely affordable? New skyscrapers are a dreadful idea, you have just spent two decades tearing down all existing local ones, why is building new ones going to work? They are an eyesore.	I propose that the focus should be on other sites proposed for redevelopment as they are better suited for already being in larger open spaces with far less impact on an already straggling High Road and congested area directly adjacent to an existing residential block, but if proceeding on this site then the following should be considered: The negative impact on the local community and small businesses needs to be addressed in full consultation at an open meeting. Plans need to be shared in conjunction with Council presented plans for infrastructure considerations and maintaining services in the area. This needs to cover the points on Traffic and road layout (needs significant rethink about redirecting roads), accessibility to the High Road (via commercial car park space), removal of the Matstall commercial unit. Regarding the noise levels: Many residents now work from home, have long term illness or are elderly and do not work. Any building or converting the Matstall into a Supermarket will mean noise throughout the day and throughout the night as they have to do deliveries. This will impact all the residents in Robert House, surrounding houses particularly Nexus Court. As for the building work this will need to be dampened in some way to not damage hearing of local residents and be taken place outside of office hours and night time hours. Plans should be adapted to ensure building height does not exceed any level that would obstruct light. See considered areas mentioned above. Also having more residents in such close proximity will raise noise levels and rubbish too.	Yes	As a resident of many years in this area, home owner who works from home and takes care of an elderly resident very integrated in the local community it would be important to be included in forthcoming discussions	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Rachel Jones				S420 - Matstall Leytonstone	No	No	No	You haven't provided any detail or an artists impression of the proposed new scheme. The existing pedestrian access is presumably unchanged. Other than a cycle park how is this supposed to benefit cyclists? Where are the amenities for new residents? How many homes will be genuinely affordable? New skyscrapers are a dreadful idea, you have just spent two decades tearing down all existing local ones, why is building new ones going to work? They are an eyesore.	Provide meaningful detail including artists impressions. Provide an environmental impact assessment. Provide detail of what this will bring to the local community other than hundreds of new transient renting residents.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Andy Barwell				S420 - Matstall Leytonstone	No	No	No	I am concerned at the number of residences proposed for the area. There is also no information on how tall the buildings will be and to what extent they will be affordable.	Reduce number of residences. Ensure that they are affordable.	No	To explain my objection	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sara Lewin				S420 - Matstall Leytonstone	No Response	No	No Response	Extra retail units and a public green space is not what we need. We need another go practice to accommodate the influx of new residents, we need better infrastructure. An extra few shops and a tiny park won't make a difference		Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough over. It includes projects to ensure adequate infrastructure provision that is relevant to waste, transport, education, utilities, health, culture, sports, the emergency services, and green infrastructure comes forward alongside development in the Local Plan.
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Margaret Walks				S420 - Malpas Leytonstone	No	No	No	It is unclear how people in the local area have been consulted about this development. No one else I spoke to on my street seems to know about this, I am therefore unsure to what extent this major proposal is an inclusive consultation. How all communities been informed? The maps/plans provided are not clear enough for people to understand. Need to have more detail and 3D diagrams of this site and within Leytonstone including other proposed buildings so can see full impact.	Similar height to surrounding buildings. Not blocking area close to church. Providing sufficient car park space for residents and visitors so that it does not impact on other nearby streets.		I would like to strongly oppose high-rise buildings in the area.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  As set out in the Council's Statement of Community Involvement, Local Plan consultations are still accepted by email and post. The Local Plan 2 document is available to view in full online on Waltham Forest Council's website.
Michael Kelly				S420 - Malpas Leytonstone	No	No	No	This local plan has not been communicated to the local community. After consulting many of my neighbours it became clear they had no awareness or knowledge of these building proposals. Therefore these plans do not provide local stakeholders the opportunity to have any input into these developments. Therefore, failing to do the necessary consultation of local stakeholders who are going to potentially be impacted. This process needs to be better communicated to stakeholders and the consultation period extended.	Limited to the same height as existing building. A variety of home and different kinds of housing. Also reuse of commercial for residential. Where are the impact studies on how this will impact on Leytonstone village high street. Where are these residents going to park their cars. This is bound to create more pollution and cars on local roads. Congestion in area and therefore producing more environmental damage. Need a range of different variety of housing. Should be terraced family houses as well as 2-3 storey developments. The proposal to build a large number of dwellings needs to include planning for retail and also green space.	Yes	As a local resident I would like to participate and be consulted to ensure any local development projects include my input and that developments are not undertaken without enabling local residents to participate in the development of our local community	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Shulin Pal				S420 - Malpas Leytonstone	No	No	No	This would be extremely disruptive to existing owners near the area with lots of construction and have a detrimental impact on standard of living for numerous years without any compensation. Furthermore, it could potentially devalue existing properties.	Attractive compensation for existing owners for the potential loss of property value, as well as the ongoing construction / disruption that will ensue for a number of years. Alternatively, choose a different location.	Yes	-	As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
Berome Lewis				S420 - Malpas Leytonstone	No	No	No	This will cause misery for many people	This plan can't go ahead	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
				S420 - Malpas Leytonstone	Yes	Yes	Yes			No		This response is noted.

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				S420 - Matliskin Leytonstone	Yes	Yes	Yes					This response is noted.
				S420 - Matliskin Leytonstone	No Response	No Response	No Response					This response is noted.
Karren Leach				S420 - Matliskin Leytonstone	No Response	Yes	Yes					This response is noted.
Church-Burrows Lislely				S420 - Matliskin Leytonstone	No Response	No Response	No Response			No		This response is noted.
				S420 - Matliskin Leytonstone	Yes	Yes	Yes					This response is noted.
Annette Liskies				S420 - Matliskin Leytonstone	Yes	Yes	Yes					This response is noted.
										No		

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Peter Newbery				S420 - Matkian Leytonstone	No Response	No	No Response			-	-	This response is noted.
Edu Koshepe				S420 - Matkian Leytonstone	Yes	Yes	Yes			-	-	This response is noted.
				S420 - Matkian Leytonstone	No	No	No			-	-	This response is noted.
				S420 - Matkian Leytonstone	No	No	No			-	-	This response is noted.
Majgorzata T				S420 - Matkian Leytonstone	No Response	No	No Response	The size of the proposed development will have a very negative impact on the neighbourhood and its character. Any new apartments will block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park is in provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	Any new development should be limited to max 4 storey and no more than 30 flats to match the nearby Nexus Court and Robert House.	-	-	This response is noted.
Majgorzata T				S420 - Matkian Leytonstone	No Response	No	No Response	The size of the proposed development will have a very negative impact on the neighbourhood and its character. Any new apartments will block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park is in provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	Any new development should be limited to max 4 storey and no more than 30 flats to match the nearby Nexus Court and Robert House.	No	-	This response is noted.
										No	-	

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Malgorzata T				S420 - Matikan Leytonstone	No Response	No	No Response	The size of the proposed development will have a very negative impact on the neighbourhood and its character. The proposed tower will block light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park is in provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	Any new development should be limited to four stories and no more than 30 flats to match the nearby Nexus Court and Hobart House.	No	-	This response is noted.	
Malgorzata T				S420 - Matikan Leytonstone	No Response	No	No Response	The size of the proposed development will have a very negative impact on the neighbourhood and its character. Any new apartments will block out light on the existing open community space of the church yard and for directly neighbouring residential block Nexus Court. The existing car park is in provides access for many customers from the surrounding areas to the local, independent owned businesses on the high street. Removing this will threaten the closure of small businesses.	Any new development should be limited to four stories and no more than 30 flats to match the nearby Nexus Court and Hobart House.	No	-	This response is noted.	
Elaine Burgess				S420 - Matikan Leytonstone	No Response	No	No Response		The following statements should be stronger and read: Proposals should not impact negatively on the adjacent listed buildings, including any potential impact on settings or views, in particular the Grade I Listed St John's Church, Leytonstone. Proposals should provide opportunities for urban greening, tree planting and provision of open space. Potential for height risk explained. Would need to be no higher than 3 stories so as not to dominate the lovely St John's Church and so not 'hem it in' or dominate the high street. Housing needs to be a mixture of family houses and flats to create a longstanding community feel not a transient flat population that move on to find family homes out of Leytonstone due to their shortage here. Diversity is an issue, given COVID we all need more space in our flats/houses to accommodate working from home and more outdoor space/balconies.		No	-	This response is noted.
-				S420 - Matikan Leytonstone	No	No	No Response	This plan contravenes the 'Creating A Healthy City' section of the London Plan. The site is right next to a congested part of the high street which regularly exceed safe pollution levels. Not only would the residents of these new homes be exposed to harmful air quality, but if the plan is to build up then this would cause a 'canyon' effect on the already narrow high street, further trapping in pollution and affecting pedestrians.	The congestion / air pollution on the high street would need to be brought down to safe levels before new housing and/or high rise buildings can be developed on this site.	No	-	This response is noted.	
Eve Edworthy				S420 - Matikan Leytonstone	Yes	No	-		I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We need to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrously a developer would wish to build. I would want all those yellow stars removed.	No	-	This response is noted.	
Jake Green				S420 - Matikan Leytonstone	No	No	No			No	-	This response is noted.	

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Francesco Babolin				S420 - Malvern Leytonstone	No	No	No			No		This response is noted.
-				S420 - Malvern Leytonstone	Yes	Yes	Yes			-		This response is noted.
Mica				S420 - Malvern Leytonstone	Yes	Yes	Yes			-		This response is noted.
Cassandra Toller				S421 - Avenue Road Estate and Thorne Close	Yes	Yes	Yes			No		This response is noted.
Vibhuti Misra				S421 - Avenue Road Estate and Thorne Close	No	No	No	It would overlook local school, block light and be obtrusive to the skyline in regards to safeguarding, people would be able to look into the school playground, also during building works, this would cause noise and dust pollution during building works	2/3 levels building	-		Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of day/light/night.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimize these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.

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Mr Alexander Paragon				SA22 - Cathall Leisure Centre, The Epitome Community Centre, Jubilee Centre	No	No	No	No where on this page do you explain (or link to) a definition or outline of what legally compliant or sound would be in this context. As such this consultation is impossible to respond to as a lay member of the public, thus rendering the consultation unsound. As there is a legal requirement to carry out a consultation which the public could reasonably be expected to be able to participate in - which this fails to do - the plan can not be legally compliant - nor can it meet a basic duty to co-operate.	Please give us the criteria of legal compliance and soundness which we can then use to meaningfully take part in this consultation. The lack of this information makes participation impossible for the average person.		-	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: •Research/ fact finding, the choices made in the plan are backed up by facts. •Evidence of participation of the local community and others having a stake in the area; and •The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: •Sound infrastructure delivery planning; •Having no regulatory or national planning barriers to delivery; •Delivery partners who are signed up to it; and •Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. •The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPB should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Sally Bitten				SA22 - Cathall Leisure Centre, The Epitome Community Centre, Jubilee Centre	No Response	No	No Response	The plan is not sound because it is not effective in guaranteeing a replacement swimming pool. The area has a younger demographic and poorer population compared to other parts of the borough and decent facilities for young people and employment is greatly needed. The older population also benefit from this pool and especially since the hospital no longer offers a hydrotherapy pool. The plan is not justified as the swimming pool has been only recently refurbished, it is not sustainable to keep knocking down buildings.	The wording should be revised to specify the need to retain the swimming pool.	No	-	<del>This Duty to Cooperate which is demonstrated by the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to ensure the effectiveness of the Local Plan Document, better and</del> The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches. The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Tony Pamphill				SA22 - Cathall Leisure Centre, The Epitome Community Centre, Jubilee Centre	No Response	No	No Response	The leisure centre and swimming pool is a well used community asset. There is no indication as to whether a swimming pool of a similar size would be included in any new plans.		No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Erik Edworthy				SA22 - Cathall Leisure Centre, The Epitome Community Centre, Jubilee Centre	Yes	No	No		I think it's a great mistake to allow tower blocks in any development in Waltham Forest. We had to remove almost all the tower blocks, many years ago, because of the problems, both structural and social that they caused. (I don't think you should identify areas as "potential for height" as then you will have only weak grounds to object to any monstrosity a developer would wish to build. I would want all those yellow stars removed.		-	This response is noted.
Charles Thorne				SA23 - B&M and Adjoining sites	No Response	No	No Response	My only comment is that the redeveloped site MUST provide a similar retail store as existing plus adequate carparking, the current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc, but small shops that already exist elsewhere in a high street but also parking to enable taking their bulky shopping home by car- this cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high wear/tear-like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to dogmatically follow the mantras of providing high density housing at all costs on every development site.	Address the issues raised above	No	-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured. The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
				SA23 - B&M and Adjoining sites	Yes	Yes	-			No		This Response is Noted.

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Tony Pamphilon				S423 - B&M and Adjoining sites	Yes	Yes	No	Response	B&M is a popular and well used store. This end of the borough is, by comparison, poorly served by affordable retail outlets. It is hoped that developers honor commitments to provide appropriate replacement retail floorspace.		-	-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Cassandra Toller				S423 - B&M and Adjoining sites	Yes	Yes	Yes		#VALUE!		-	-	This response is noted.
Laura Thomson				S424 - Northington Road Sites	Yes	No	Yes		I believe the application for the Northington Road is unsound on the basis that it is not justified. Adding 150 new homes to a very small site would mean increasing the traffic in the area and increasing pollution at a time when we want to reduce our environmental impact. The planning application put forward by the developer does not have space allocated for parking so it is unclear where residents would park other than on existing roads which would not have capacity. Given the increase in housing in the area this should also be matched by increased public facilities e.g. surgeries, and schools.	Fewer homes for the space provided to reduce knock on environmental impact. Additional public facilities to serve this and the wider local community.	-	I would like to confirm compliance with the Reg10 prices	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Walkways, Footpaths and Recycling guidance for the developer sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
-				S424 - Northington Road Sites	No	No	No		Too many residents and pollution	Give a green space	Yes	-	Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Emily Lang Ball				S424 - Northington Road Sites	Yes	Yes	Yes				-	-	This response is noted.
											No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S424 - Northington Road Sites	No Response	No	No			-	-	This response is noted.
				S425 - Walthamstow Central Bus Station	No	No	No	No one asked for the council to do this development. It was not contained in any manifesto and is therefore a decision made by the council without prior mandate.	Scrap current plans and get councillor's to set it out to voters in the next set of council elections. Give residents a referendum on the plans rather than placing it into a consultation process.	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
				S425 - Walthamstow Central Bus Station	Yes	Yes	Yes			-	-	This response is noted.
				S425 - Walthamstow Central Bus Station	No	No	No	The local people have opposed this again and again but the council keep on pursuing it. The overdeveloped area will see a removal of open space and with all the illegal road closures LTNs increased traffic.	For no change. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night; something we local are already experiencing. This will increase further.	-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
				S425 - Walthamstow Central Bus Station	No response	No	No response	This site is totally unsuitable for more housing in conjunction with a retained bus station. The existing site is only just large enough to contain space for bus stops, ticket offices, parking and manoeuvring for numerous buses. There is no space for both flats and buses to coexist side by side here. It will be extremely difficult and expensive to provide flats above with enough headroom for double decker buses below and not form the light and outlook of adjoining residents. Also there will be serious public health, pollution and light issues for future residents being next to or above buses with constant fumes and noise, as is currently experienced by the existing flats in Tower Mews to the east. Not all sites are suitable for housing and there is no need to dogmatically follow the mantra of providing high density housing at all costs on every development site.	Stop unnecessary and unwanted over-development of this site!	-	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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Abigail Woodman				S425 - Walthamstow Central Bus Station	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what make the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be utterly destroyed.	The local plan for Waltham Forest must acknowledge that limiting development " particularly limiting the height of buildings " is essential if the character of the borough is to be preserved.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S425 - Walthamstow Central Bus Station	No	No	No	The "potential for height" on the map will have a detrimental impact on the existing local residents who live in the flats along plane tree walk, who live above the Tesco on Lathbourne Avenue, and who live on the opposite side of the road above the station.	Do not build a tall structure in that position. Ensure existing residents are not adversely impacted by building works and right to light	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Helena Poldermaat				S425 - Walthamstow Central Bus Station	No response	No	No response	I'm alarmed by the identification of a 'potential for height' location. Yet more creeping "Yorwhalisation" in low rise Walthamstow. Please consider the WOODC picture, not just individual sites.	No building higher than 6 stories.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S425 - Walthamstow Central Bus Station	No	No	No	The council is doing what the Labour Party local tells it. Is what Councilor Lashley tell the planning officers too do not what the residents of the whole borough want	A consultation that takes in all the borough residents views as it affects all of us not just the Labour group	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Frederick Cliphant				S425 - Walthamstow Central Bus Station	Yes	Yes	Yes	Provided the lime tree pedestrian walk is preserved with trees in tact!		-	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.

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Alessandro Clampachini				SA25 - Walthamstow Central Bus Station	Yes	Yes	Yes			No		This response is noted.
				SA25 - Walthamstow Central Bus Station	Yes	Yes	Yes			No		This response is noted.
G M Ford				SA25 - Walthamstow Central Bus Station	Yes	Yes	Yes			No		This response is noted.
				SA25 - Walthamstow Central Bus Station	No	No	No			No		This response is noted.
Helen Johnston				SA25 - Walthamstow Central Bus Station	No	No	No			No		This response is noted.
				SA25 - Walthamstow Central Bus Station	No	No	No			No		This response is noted.

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N1 471				S425 - Walthamstow Central Bus Station	No response	No response	No response			-	-	This response is noted.
N1 471				S425 - Walthamstow Central Bus Station	No response	No response	No response			-	-	This response is noted.
				S425 - Walthamstow Central Bus Station	Yes	Yes	Yes			-	-	This response is noted.
David Bode				S425 - The Mall	No	No	No	The target for new homes is excessive. A very tall development will degrade the amenity value of the current public open space in the centre of Walthamstow, and will reduce the number using it to a level which will only support local shopping and associated cafe, restaurant and similar leisure uses	Either double the target for new homes or reduce it to the level that independent assessors believe will be compatible with a shopping and leisure centre serving the whole of Walthamstow.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Stephen Harvie				S426 - The Mall	No	No	No	Stop cutting down trees in this area	Stop cutting down trees and removing greenery. Trees are a public asset and not something that developers can dispose of for profit.	No	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
G M Ford				S426 - The Mall	No	No	No	Fails to take into account the allocation of this land to the people of Waltham Forest - rather than being given in perpetuity to a private developer	Retain all existing open green space, with no further encroachment (as Selbourne Walk has already been allowed to get away with)	No	-	Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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				S426 - The Mall	No	No response	Yes			-	-	This response is noted.
				S426 - The Mall	No	No	No	The local people have opposed this again and again but the council keep on pursuing it. The overcrowded area will lose a remnant of open space and with all the road closures increased traffic.	For it remain as it is, it is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something so local are already experiencing. This will increase further.	-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
Abigail Woodman				S426 - The Mall	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what make the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be utterly destroyed.	The local plan for Waltham Forest must acknowledge that limiting development "particularly limiting the height of buildings" is essential if the character of the borough is to be preserved.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Madeline Munday				S426 - The Mall	No	No	No	Legality: All the open space, which was given to the people of Walthamstow in exchange for land taken to make the railway, should remain a public space.  Soundness: 1. In light of the climate emergency, very tall buildings are extremely wasteful of energy. 2. Open space and trees in particular are important for mental health.	1. (legally) Keep all the lime trees and open public space. 2. (Soundness) Buildings of 5-6 storeys maximum, in accordance with the Government's national Model Design Code (January 2022) for town and city centres. Maximum density of 120 dwelling/ha/acre.	No	-	Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  Through the evidence published in the Character intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Ruth Doyle				S426 - The Mall	No	No	No	This is too much development. I want my son to be able to see the sky when we are in Walthamstow. The council wants to set the borough off to private developers. This is really sad for local people. Walthamstow is losing its identity.	In an already overcrowded area current developments should be done with the aim to improve mental health only - CREATE GREEN SPACES. Overpriced blocks of flats that block out the sun do not benefit anyone's identity.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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				SA26 - The Mall	No	No	No	The Plan ignores that the green space in front of the Mall is Public Property, not council property, and should not be developed in the face of public opposition.				The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Helga Kaur Bhomrah				SA26 - The Mall	No	No	No	I would like Waltham forest to keep the Mall and the square next to it as it is now. We need more open spaces.	Just drop the plan			Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
				SA26 - The Mall	Yes	Yes	Yes			No		This response is noted.
				SA26 - The Mall	Yes	Yes	Yes					This response is noted.
				SA26 - The Mall	No	No	No					This response is noted.
				SA26 - The Mall	No	No	No					This response is noted.

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Alessandro Ciampachini				S426 - The Mall	Yes	Yes	Yes					This response is noted.
				S426 - The Mall	Yes	Yes	Yes			No		This response is noted.
				S426 - The Mall	No	No	No					This response is noted.
Helen Johnson				S426 - The Mall	No	No	No					This response is noted.
				S426 - The Mall	No response	No response	No response			No		This response is noted.
				S426 - The Mall	No response	No response	No response					This response is noted.

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				5426 - The Mall	No Response	No response	No response			-	-	This response is noted.
Charlotta Lathane				5427 - St James Quarter	Yes	No	Yes	In order to maintain the character of the St James St area it's essential to limit the height of buildings. Having high-rise buildings on the High Street will damage the character of St James Street. Also, the CRATE scheme has transformed the area into a desirable one, and removing this and replacing it with characterless high-rise flats will make it an undesirable area. The area is already severely lacking in good restaurants, pubs and social areas. Removing CRATE will remove the few social spaces the area has.	The height of buildings needs to be limited, and more areas for socialising, more retail space and restaurant spaces are essential to replace what is being taken away.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). Any development coming forward on sites will be subject to the full planning application process to ensure that the development coming forward is mixed use that will maintain and enhance the vitality and the general leisure and night-time economy which contributes to the vibrancy of the St James St area.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Ryan De Sta Croix				5427 - St James Quarter	No Response	No	No Response	The plan does set out that any plans must take into account the development severely reducing direct light to existing residences. Additionally the area is already densely populated with two new high rise estates opening in the last 3 years. Future plans should be required to assess the impact of increasing the amount of densely populated residential buildings and should preference the building of family homes, not flats/apartments.	A requirement to:  Ensure no new development adversely affects the direct light existing dwellings receive  Require the development of family housing stock to balance out the dense residential buildings (flats/apartments) already in the area.	-	-	This comment is noted. Any development coming forward on sites will be subject to the full planning application process to ensure that the development coming forward is mixed use that will maintain and enhance the vitality and the general leisure and night-time economy which contributes to the vibrancy of the St James St area.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Abigail Woodman				5427 - St James Quarter	Yes	No	Yes	The plans for Walthamlow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what makes the borough special, but if all the plans are brought forward as described this character of Walthamlow town centre will be utterly destroyed.	The local plan for Waltham Forest must acknowledge that limiting development "particularly limiting the height of buildings" is essential if the character of the borough is to be preserved.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). Any development coming forward on sites will be subject to the full planning application process to ensure that the development coming forward is mixed use that will maintain and enhance the vitality and the general leisure and night-time economy which contributes to the vibrancy of the St James St area.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Jane McCormick				5427 - St James Quarter	No Response	No	No	I don't know what these terms mean but we need to stop building high rise flats across Walthamlow. I don't know how local govt is able to keep granting planning permission to build more and more across tiny areas.	Keep the maximum height the same as existing buildings. Frontage in keeping with the historic frontage of the road - and replace back to this, where it may have been previously removed. It is important that we provide homes for people. It is equally important that any building adds to the appearance of the area. St James has been a long neglected part of the borough. It was totally neglected until the property boom of recent years made it an attractive place for young professionals to move to. It is fantastic that the council now want to improve the area, but it needs to be a real improvement to the appearance and use of the public realm - not just a vehicle to make more money through the profit maximising exploitation of developers. We've had enough of this in Walthamlow.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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				S427 - St James Quarter	No Response	No	No	*Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.	For more local consultation, including borough-wide questionnaires, with no work to be approved that does not have at least a 50% approval rating.	-	-	At drafting stage there were many in-person consultation events held in both the North, Central and Southern parts of the borough which used the format of round-table discussions between council officers, residents and other stakeholders. For this pre-submission stage, due to COVID restrictions that were in place at the time, there were three online consultation events held for sites for the South, Central and North of the Borough. These events were focussed on the requirements of responding to a Local Plan pre-submission consultation which is a more technical consultation focussing on Local Plan soundness and legality.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S427 - St James Quarter	No	No	No	The overcrowded area and increased anti social behaviour in the local area.	For no change but open the roads and allow traffic built up on these main roads to flow easier. It is ethically wrong to over populate a place. It is a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night, something we local are already experiencing. This will increase further with more gentrification of the area.	-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Catherine John				S427 - St James Quarter	No	No	No	There should not be any high rise buildings on this site		-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sean Dewey				S427 - St James Quarter	Yes	Yes	Yes	My only concern which I know this building was only there temporarily prepared but like many others love CRATES on St James street which supports many small businesses and has brought nightlife to St James street, taking this away would make St James street dull and boring again and the last thing that is needed here is housing. I would like to see CRATES remain on this street and if you can work around by building new apartment retail units for these businesses to go back into with housing on top then that would be one good idea. Another idea would be to move CRATES to somewhere permanent where these businesses can still trade locally.	I ideally would like to see CRATES remain on St James street as it has brought more life into that area. Could you maybe move CRATES to somewhere near to St James street where people can still enjoy this thriving music retail space.	-	-	This comment is noted. Any development coming forward on sites will be subject to the full planning application process to ensure that the development coming forward is mixed use that will maintain and enhance the vitality and the general leisure and night-time economy which contributes to the vibrancy of the St James St area. The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Guy Gibbs				S427 - St James Quarter	No Response	No	No	If the plan - as appears to be indicated in the Floor-making Plan diagram etc - will involve removing the Crates development and replacing it with flats - that would be a disservice to existing residents.		No	-	This comment is noted. Any development coming forward on sites will be subject to the full planning application process to ensure that the development coming forward is mixed use that will maintain and enhance the vitality and the general leisure and night-time economy which contributes to the vibrancy of the St James St area. The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.

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Uta Keyman				5427 - St James Quarter	No		The St James Street area is close to the unique open green space of the Marshes and the Walthamow Wetlands, both registered as a nature reserve. In the north of the borough, developments must be designed to "minimise access to Egging Forest and "mitigate for urban effects to ensure to adverse effect on the Egging Forest SAC. However, in the south of the borough, intensive developments are planned. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Egging Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes. Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing and needs to be protected. Yet this proposed intensified development including two high rise buildings, potentially towers, will completely destroy that with 300 homes bringing an estimated 1000 more people to the area, alongside an increase in domestic pets. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable marshland area close by.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. Please do not build more high-rise buildings in the area.	No	I live and work close by and the development will have an impact on my life and the life of my community.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Louise Stern				5427 - St James Quarter	No		The Blackhorse Lane SIL abuts the Walthamow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important lake and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.  (i.e. S469 - Blackhorse Lane SIL.)	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Guy				5427 - St James Quarter	Yes	Yes	CAHTE has been fantastic for local businesses and the local community around St James, whether replacing this space should at least provide the same floor space for small and independent businesses (if not more).  The bus waiting space at the other side of the track needs to be redeveloped, it's dirty and feels very unsafe at night.	Guarantee the same floor space for independent businesses	No	-	The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
-				5427 - St James Quarter	Yes	Yes	No Response Yes  The train platforms at St James street station are a huge height gap for passengers who are boarding or disembarking. Can this please be looked into and funding provided by local development.	-	No	-	This comment is noted. Projects to upgrade stations to make them more accessible will be put forward by TfL, Network Rail and the train operating companies.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Alessandro Clumpechini				5427 - St James Quarter	Yes	Yes	Yes	-	No	-	This response is noted.

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GM Ford				S427- St James Quarter	Yes	Yes	Yes					This response is noted.
				S427- St James Quarter	Yes	Yes	Yes			No		This response is noted.
				S427- St James Quarter	Yes	Yes	Yes					This response is noted.
				S427- St James Quarter	No Response	No Response	No Response					This response is noted.
Wendy Davis				S427- St James Quarter	Yes	Yes	Yes					This response is noted.
				S427- St James Quarter	No Response	No Response	No Response			No		This response is noted.

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Abigail Woodman				S428 - High Street Sainbury's	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what makes the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be utterly destroyed.		No	-	The Plan will protect and enhance Waltham Forest's existing green spaces and blue spaces, deliver new green and blue spaces and go as far as possible to meet the borough's Objectively Assessed housing need. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D2. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The site allocation requires that commercial floorspace is provided as part of new development.
Macklin Munday				S428 - High Street Sainbury's	No Response	No	No Response	This is not sound because the density of housing is too great 400 dwellings/hectare, when the National Model Design Code (January 2021) for city or town centres recommends 120 maximum.		No	-	Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Lary				S428 - High Street Sainbury's	No Response	No	No Response	Please stop removing facilities that the public does need and replacing the spaces with flats, very few of which are affordable for local people. There is no capacity if the area to support the volume of new residents - schools, doctors and other public services		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow Retail Units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active forecourt and having residents located within the borough's centres, ensuring that most people's daily needs can be met within a close proximity to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.
Christine				S428 - High Street Sainbury's	No Response	No	No Response	How many private land lords waltham forest needs no mention of social housing whats so ever		No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
J				S428 - High Street Sainbury's	No	No	No	Has due consideration been given to where locals will buy groceries when you are encouraging us not to have a car / drive??		No	-	The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.  The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.

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				S428 - High Street Sainbury's	No Response	No	No	My only comment is that the redevelopment site MUST provide a similar retail store as existing plus adequate carparking. The current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc, but small shops that already exist elsewhere in a high street but also parking to enable taking their bulky shopping home by car- this cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high street/retail sites without noise and pollution problems. Not all sites are suitable for housing and there is no need to significantly follow the mantra of providing high density housing at all costs on every "development site."					The Council sets out its strategy for managing change in the Borough's Town Centre, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				S428 - High Street Sainbury's	No Response	No	No	"Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.				Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	
Jane McCormick				S428 - High Street Sainbury's	No	No	No	This is our local supermarket. If it closes where are we supposed to buy food. I will be forced to drive more every week to shop for food. How does this fit with Walthamstow's strategy of people using their cars less?				The Council sets out its strategy for managing change in the Borough's Town Centre, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.	
Ruth Doyle				S428 - High Street Sainbury's	No	No	No	How on earth can you build 300 homes on this site? This is developing green mud		no		The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,000 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	
Alessandro Campochini				S428 - High Street Sainbury's	Yes	Yes	Yes					This response is noted.	

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GM Ford				SA28 - High Street Sarnsbury	Yes	Yes	Yes			-	-	This response is noted.
-				SA28 - High Street Sarnsbury	Yes	Yes	Yes			No	-	This response is noted.
J				SA28 - High Street Sarnsbury	No Response	No	No Response			-	-	This response is noted.
-				SA28 - High Street Sarnsbury	No Response	No	No			No	-	This response is noted.
				SA28 - High Street Sarnsbury	Yes	No	-			-	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Madeline Munday				SA29 - Wilkos Walthamstow High Street	No Response	No	No	The density of housing is too great. The National Model Design Code (January 2021) recommends 120 dwellings/hectare at most, and this is twice that.	Reduce the height. Mansion blocks (5-6 storeys) have been proven to be the most energy efficient size of building.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Sean Dewey				SA29 - Wilkos Walthamstow High Street	No Response	No	No	The reason why I responded with no response is that I use Wilkinson's a lot and it worries me that you want to put housing on a much loved high street business. Will this result in the closure of Wilkinson's supermarket and loss of peoples jobs despite you saying that you will re provide retail use. Will wilkinson's continue to remain during this development or will it reopen once development is finished which I suspect is housing above and at the back of wilkisons.	To make this acceptable, you must keep wilkisons where it is but instead just add housing on top of the supermarket and at the back of it	No	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
-				SA29 - Wilkos Walthamstow High Street	Yes	Yes	Yes			No	-	This response is noted.
Jane McCormick				SA29 - Wilkos Walthamstow High Street	No	No	No	Why are you closing all of our shops? How are people supposed to walk/ cycle to local shops to buy things they need. Closing this will encourage more car driving	Keep the space for retail.	-	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
-				SA29 - Wilkos Walthamstow High Street	No Response	No	No	"Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.	Far more local consultation, including borough-wide questionnaires, with no work to be approved that does not have at least a 50% approval rating.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>

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				S429 - Wilkos Walthamstow High Street	No	No	No	It strange how the council refuses to give out HMO licenses to landlords but have identified the area and is continuing to alter the local area for their benefit. Walthamstow doesn't need more housing it needs more youth centres, leisure centres for women. A safer spaces for women and children.	The traffic will increase. Open the roads, get rid of the TfL so traffic can move around freely. More development will further jam up the only roads that are open.		-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
				S429 - Wilkos Walthamstow High Street	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what makes the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be entirely destroyed.	The local plan for Waltham Forest must acknowledge that limiting development " particularly limiting the height of buildings " is essential if the character of the borough is to be preserved.		-	<p>The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
				S429 - Wilkos Walthamstow High Street	No Response	No	No Response	My only comment is that the redeveloped site MUST provide a similar retail store as existing. The current facility here is very valuable and much used and needed by the local community. We need easy access to large stores for food, DIY, white goods, gardening etc (not small shops that already exist elsewhere in a high street). There should be no significant reduction in total floorpace unless absolutely necessary or if the store owner wished to. Also it can be very difficult and expensive to provide flats above large high warehouse-like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to disproportionately follow the mantra of providing high density housing at all costs on every development site.	Address the issues raised above	No	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
				S429 - Wilkos Walthamstow High Street	No	No	No		No height		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
LC				S429 - Wilkos Walthamstow High Street	No	No	No	Many people have not even heard of this	Many people have not even heard of this	Yes	-	This comment is noted. The sites that have come forward in this Site Allocations document gone through a 2 rounds of public engagement events, as in person workshops and as online engagement events. There was a draft site allocations consultation that ran between October and December 2020.
Alexandria Campachini				S429 - Wilkos Walthamstow High Street	Yes	Yes	Yes				-	This response is noted.

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G M Ford				S429 - Wilkos Walthamstow High Street	Yes	Yes	Yes			-	-	This response is noted.
-				S429 - Wilkos Walthamstow High Street	No	No	No			-	-	This response is noted.
Lauren Golding				S429 - Wilkos Walthamstow High Street	No Response	Yes	Yes			-	-	This response is noted.
-				S429 - Wilkos Walthamstow High Street	Yes	Yes	Yes			-	-	This response is noted.
Helen Johnston				S429 - Wilkos Walthamstow High Street	No	No	No			-	-	This response is noted.
				S429 - Wilkos Walthamstow High Street	No Response					-	-	This response is noted.

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Abigail Woodman				S430- Osborne Grove	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what makes the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be utterly destroyed.	The local plan for Waltham Forest must acknowledge that limiting development "particularly limiting the height of buildings" is essential if the character of the borough is to be preserved.	-	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S430- Osborne Grove	No	No	No	The overcrowded area and increased anti social behaviour in the local area.	For no change but open the roads and allow traffic built up on these main roads to flow easier. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drink on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something we local are already experiencing. This will increase further with more gentrification of the area.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and best to generate high numbers of private car/trip-based vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.
G M Ford				S430- Osborne Grove	Yes	Yes	Yes			-	-	This response is noted.
-				S430- Osborne Grove	Yes	Yes	Yes			No	-	This response is noted.
G M Ford				S411- Slow Car Wash & Valeting and Walthamstow Trades Hall	Yes	Yes	Yes			-	-	This response is noted.
										No	-	

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Abigail Woodman				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	Yes	No	Yes	The plans for Walthamstow town centre constitute overdevelopment. Waltham Forest Council argues that it wants to retain and enhance what make the borough special, but if all the plans are brought forward as described the character of Walthamstow town centre will be utterly destroyed.	The local plan for Waltham Forest must acknowledge that limiting development "particularly limiting the height of buildings" is essential if the character of the borough is to be preserved.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	No	No	No	-	For no change but open the roads and allow traffic built up on these main roads to flow easier. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people driving on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something we local are already experiencing. This will increase further with more gentrification of the area.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Sarah Ferrari				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	No Response	No	No Response	We need to look after the Trades Hall as an important community asset. Loss of trees and open space	There need to be provisions in place for the Trades Hall to continue as an important community asset. Also need to make sure there will be green space and trees not chopped down, with more added. Very important as the council has declared a climate emergency so must stick to their promise.	-	-	The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  This comment is noted, the Trades hall is recognised as a Asset of Community Value (ACV). As such this portion of the site has been removed from the site Allocation. The Slow Car Wash portion of the site is still vacant and has been identified as being suitable for development.
Ruth Doyle				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	No	No	No	Site is too small for proposed plans.	-	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.
Abby-Lee Walger				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	No	No	No	Librally dont understand what is going on here. 17 Hoe St is owned and run by the community. We wont be giving over the site to become a huge block of flats.	Remove 17 Hoe Street from it	Yes	I still dont understand whats happening here but if the Trades needs to be represented we will do that	This comment is noted, the Trades hall is recognised as a Asset of Community Value (ACV). As such this portion of the site has been removed from the site Allocation. The Slow Car Wash portion of the site is still vacant and has been identified as being suitable for development.
-				SA11 - Slow Car Wash & Valeting and Walthamstow Trades Hall	Yes	Yes	Yes	-	-	-	-	This response is noted.

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Alexandro Clampachini				SA11- Show Car Wash & Valeting and Walthamstow Trades Hall	Yes	Yes	Yes			No	-	This response is noted.
Helen Johnson				SA11- Show Car Wash & Valeting and Walthamstow Trades Hall	No	No	No			No	-	This response is noted.
				SA11- Show Car Wash & Valeting and Walthamstow Trades Hall	No	No	No			No	-	This response is noted.
Alexandro Clampachini				SA12- 152-154 Blackhorse Road	Yes	Yes	Yes			No	-	This response is noted.
Tushar Kulkar				SA12- 152-154 Blackhorse Road	No	No	No	This directly clashes with the council's objective and legal obligation of reducing private car ownership. The current building contains a car rental firm. The presence of the firm reduces private car ownership of households in the local area. Therefore it is not legally compliant.  Furthermore, creating a tall building here would be pointless because it directly clashes with the current development strategy. The skyline is being created to the North of the Blackhorse Station. This single tower would be incoherent and is unsound.	The existing commercial use of a car hire firm would need to be kept within the new building which would change the number of flats that could be built.  The tall building would need to be removed altogether.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S432 - 152-154 Blackhorse Road	No	No	No	The overcrowded area and increased anti social behaviour in the local area. It doesn't support the needs of the local area that need safe spaces for women. Leisure centres with dedicated women time. Or for roads to be open so women can walk freely and independently without fearing attacks.	For no change but open the roads and allow traffic both up on these main roads to flow easier. It is ethically wrong to over populate a place. It's a health and safety hazard to over populate a local area which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something on local an already experiencing. This will increase further with more gentrification of the area.	-	-	As set out in the Local Plan... of new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.
J Ruler				S432 - 152-154 Blackhorse Road	No	No	No	This section is already raised. The "potential for height as outlined in the drawings would be disproportionate in that part of any part of the plan. No consultation has been effectively made with residents in the area.	Set a height restriction in this plan which compliments the surrounding area agreed in consultation with residents.	-	Please inform me of proposal before modification	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Abigail Woodman				S432 - 152-154 Blackhorse Road	Yes	No	Yes	This site is close to the Walthamstow Wetland, a Site of Special Scientific Interest (SSSI), a RAMSAR site and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is reckless and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed.	No	-	The local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Adam Davies				S432 - 152-154 Blackhorse Road	Yes	Yes	Yes			No	-	This response is noted.
Helen Johnson				S432 - 152-154 Blackhorse Road	No	No	No			No	-	This response is noted.

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				SA32 - 152-154 Blackhorse Road	Yes	Yes	Yes					This response is noted.
Colin Miller				SA32 - 152-154 Blackhorse Road	Yes	Yes	Yes					This response is noted.
Alessandro Campechini				SA33 - 1 Blackhorse Lane	Yes	Yes	Yes			No		This response is noted.
				SA33 - 1 Blackhorse Lane	Yes	Yes	Yes			No		This response is noted.
				SA33 - 1 Blackhorse Lane	No	No	No	This will overcrowd the area and increase anti social behaviour in the local area. It doesn't support the needs of the local area that need safe spaces women, leisure centres with dedicated women areas. Or for roads to be open so women can walk freely and independently without fearing attacks.	For no change but open the roads and allow traffic both up on those main roads to flow easier. It is ethically wrong to over populate a place. It's a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday nights something as local as already experiencing. This will increase further with more gentrification of the area.			As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments which must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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				S433 - 1 Blackhorse Lane	No Response	No Response	No Response		Its important that this new building is architecturally and aestically pleasing, this should be a anchor building for Blackhorse Road that the area can be proud of and tes back to its heritage.	-	-	In Local Plan Part 1, Policy 72: Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Abigail Woodman				S433 - 1 Blackhorse Lane	Yes	No	Yes	This site is close to the Walthamstow Wetland, a Site of Special Scientific Interest (SSSI), a RAMSAR site and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Colin Miller				S433 - 1 Blackhorse Lane	Yes	Yes	Yes	Looks Great! A focus on Commercial space would be good. This area lacks space for new hospitality and retail.  I keep saying this but it really is true		No	-	This response is noted. The Council sets out its strategy for managing change in the Borough's Town Centre, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
G M Ford				S433 - 1 Blackhorse Lane	Yes	Yes	Yes			No	-	This response is noted.
Tusher Kulkar				S433 - 1 Blackhorse Lane	Yes	Yes	Yes			No	-	This response is noted.

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				S433 - 1 Blackhorse Lane	Yes	Yes	Yes					This response is noted.
Jennifer Song				S434 - Webbs Site	No Response	No Response	No Response		<p>Few things must be included into consideration of this area.</p> <ul style="list-style-type: none"> <li>- The local residents suffer greatly from delivery vehicles and lorries blocking this area on daily basis. This issue must be addressed and improved.</li> <li>- The local residents suffer greatly from speeding vehicles on this particular road, from lack of surveillance and traffic calming measures. This issue must be addressed and improved.</li> <li>- The local residents do not want to see any unlit, unsightly business taking place. Currently there is a meat factory on Sutherland Road which is not hygienic to the street environment and the building itself is visibly full of rodents and smells which burn potential buyers away from this area. Current business brings large lorries to this street and causes congestion. Fire hazard also caused by storing goods on the streets in front of the area. Unattractive street environment.</li> <li>- Due to the businesses taking place within these units, there is lack of safe place for pedestrians, cyclists and children to walk, cycle and play. Integrated public area and improved road condition is desirable.</li> <li>- Improved connection with Blackhorse Road station is desirable, there is an empty plot which could integrate a direct foot/cycle/cycle lane to lead up to Blackhorse Road (rather than through Workshop which is very narrow and awkward for cyclists and pedestrians to share) would boost the connectivity and regeneration of this area which is fairly run down at the moment.</li> <li>- The road leading up to Wigmore Place currently does not allow vehicle movement. Less vehicle movement is better to keep this area pedestrianised.</li> <li>- There is a lot of theft taking place within Taylor house leading up to Wigmore Place. Improved surveillance is desirable.</li> <li>- There is a corner unit within Taylor house leading up to Wigmore place which has been empty. While remaining sensitive to the residential environment, it would be desirable to be an integrated development with surrounding area.</li> </ul>	Yes		<p>As per the residents' association, there are a lot of complaints and issues that must be addressed.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Abigail Woodman				S434 - Webbs Site	Yes	No	Yes	<p>This site is close to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a RAMSAR site and part of the Lee Valley Special Protection Area (SPA). There is absolutely no mention of this in the development guidelines. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.</p>	No		<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p>
				S434 - Webbs Site	No	No	No	<p>[D] This will overcrowd the area and increase anti social behaviour in the local area. It doesn't support the needs of the local area that need safe spaces for women. Leisure centres with dedicated women times. Or for roads to be open to women can walk freely and independently without hearing attacks.</p>	<p>For no change but open the roads and allow traffic built up on these main roads to flow easier. It is ethically wrong to over populate a place. It is a health and safety hazard to over populate a local town which is already over crowded. This will mix more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something we local are already experiencing. This will increase further with more gentrification of the area.</p>			<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments. Any new areas of green and public space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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				SA34 - Webbs Site	No	No	No	This will overcrowd the area and increase anti social behaviour in the local area. It doesnt support the needs of the local area that need safe spaces for women. Leisure centres with dedicated women areas. Or for roads to be open so women can walk freely and independently without fearing attacks.	For no change but open the roads and allow traffic both up on these main roads to flow easier. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday nights something we local are already experiencing. This will increase further with more gentrification of the area.	-	-	As set out in the Local Plan... of new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments. Any new areas of green and public space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Colin Miller				SA34 - Webbs Site	Yes	Yes	Yes	Looks Great! A focus on Commercial space would be good. The area lacks space for new hospitality and retail.		-	-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Alessandro Clampachini				SA34 - Webbs Site	Yes	Yes	Yes			No	-	This response is noted.
G M Ford				SA34 - Webbs Site	Yes	Yes	Yes			No	-	This response is noted.
Helen Johnson				SA34 - Webbs Site	No	No	No			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Colin Miller				SAS- 59-69 Sutherland Road	Yes	Yes	Yes			No	-	This response is noted.
Jennifer Song				SAS- 59-69 Sutherland Road	No Response	No Response	No Response	<p>Few things must be included into consideration of this area.</p> <ul style="list-style-type: none"> <li>- The local residents suffer greatly from delivery vehicles and lorries clogging this area on daily basis. This issue must be addressed and improved.</li> <li>- The local residents suffer greatly from speeding vehicles on this particular road. From lack of surveillance and traffic calming measures. This issue must be addressed and improved.</li> <li>- The local residents do not want to see any unlawful, unsightly business taking place. Currently there is a meat factory which is not hygienic to the street environment and the building itself is visibly full of rodents and smells which turn potential buyers away from this area. Current business brings large lorries to this street and causes congestion. Fire hazard also caused by storage goods on the streets in front of the area. Unattractive street environment.</li> <li>- If the development becomes higher than current height, it would block the view from the opposite residents' flats. Also it would cause privacy issues of flats facing closely to each other. Sun path study must take place if it gets any higher than current two storey building.</li> <li>- Due to the businesses taking place within these units, there is lack of safe place for pedestrians, cyclists and children to walk, cycle and play. Integrated public area and improved road condition is desirable.</li> <li>- Improved connection with Blackhorse Road station is desirable, there is an empty plot which could integrate a direct footpath/cycle lane to lead up to Blackhorse Road (rather than through Workshop which is very narrow and awkward for cyclists and pedestrians to share) would boost the connectivity and regeneration of this area which is fairly run down at the moment.</li> </ul>		Yes	As part of the residents' association, there are a lot of complaints and issues that must be addressed.	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and land to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. Local Plan policies take into account the need to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use. Planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimize these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Colin Miller				SAS- 59-69 Sutherland Road	Yes	Yes	Yes			No	-	This response is noted.
-				SAS- 59-69 Sutherland Road	No	No	No	<p>- [a] This will overcrowd the area and increase anti social behaviour in the local area. It doesn't support the needs of the local area that need safe spaces for women. Leisure centres with dedicated women times. Or for roads to be open to women can walk freely and independently without hearing attacks.</p>	<p>For no change but open the roads and allow traffic both up on these main roads to flow easier. It is ethically wrong to over populate a place. It's a health and safety hazard to over populate a local town which is already over crowded. This will mean anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something so local are already experiencing. This will increase further with more gentrification of the area.</p>		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and land to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Abigail Woodman				SAS- 59-69 Sutherland Road	Yes	No	Yes	<p>This site is close to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a RAMSAR site and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Sping Forest SAC is deemed worth of protection from development in this site allocations document, to should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p>	<p>The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed.</p>		-	<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
										No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Colin Miller				S435 - 59-60 Sotherland Road	Yes	Yes	Yes	Looks Great! A focus on Commercial space would be good. The area lacks space for new hospitality and retail.		-	-	The Council sets out it's strategy for managing change in the Borough's Town Centre, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
-				S435 - 59-60 Sotherland Road	Yes	Yes	Yes			No	-	This response is noted.
G M Ford				S435 - 59-60 Sotherland Road	Yes	Yes	Yes			-	-	This response is noted.
-				S436 - Wood Street Families and Homes Hub	No	No	No	[4] This will overcrowd the area and increase anti social behaviour in the local area. It doesnt support the needs of the local area that need safe spaces for women, leisure centres with dedicated women times, or for roads to be open so women can walk freely and independently without hearing attacks.	For no change but open the roads and allow traffic both up on these main roads to flow easier. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night's something our local are already experiencing. This will increase further with more gentrification of the area.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Johnny Furlong				S436 - Wood Street Families and Homes Hub	No	No	No	The planning approval did not consider at risk vulnerable adults that live in the adjacent site in the IQ Living facility for adults with mental health issues. All of the planning documents it never mentions that this health and social care facility is next to the Families and Homes hub even though this was stated as an issue to the council. The proposed development will remove all sunlight from the only outdoor space the residents in the IQ Living social care facility. This will have a major negative impact on their lives. The council has failed to consider the needs of these vulnerable adults that are in their care.	No development on this site should happen that negatively impacts the residents in the social care facility that is next door. This would mean a fewer rise development or reoccupation of the blocks so not to impact the residents.	Yes	because no one else if standing up to for the vulnerable residents	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Ruth Doyle				S436 - Wood Street Families and Homes Hub	No Response	No Response	No Response	Are these 'new homes for (disproportionately) needed/social housing or will they be ridiculously unaffordable, in turn driving up local house prices and pricing everyone out of the area?	INVEST IN SOCIAL HOUSING	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

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				S436 - Wood Street Families and Homes Hub	No Response	No Response	No					This response is noted.
				S436 - Wood Street Families and Homes Hub	No	No	No					This response is noted.
G M Ford				S437 - Fellowship Square (Town Hall Campus)	Yes	Yes	Yes			No		This response is noted.
-				S437 - Fellowship Square (Town Hall Campus)	No	No	No	Your public funds. You have just closed all the roads off. Causing so much traffic on roads. Spent nearly 3 years building that new foundation. Constantly diverging the roads.	For no change but open the roads and allow traffic built up on these main roads to flow easier. It is ethically wrong to over populate a place in a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night, something us local are already experiencing. This will increase further with more gentrification of the area.	No		As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Ben Westwood				S437 - Fellowship Square (Town Hall Campus)	No Response	No	No	With regards to S437 - Fellowship Square (Town Hall Campus), this development (specifically Block H) does not comply with Waltham Forest Development Management Policies regarding protecting the privacy of current local residents, due to the six storey height of the building and its close proximity to properties and gardens on Farnham Avenue, which will be overlooked.	Reducing the height of Block H, perhaps in combination with increasing the height of those blocks further away from the site boundary (e.g. Block E) in order to maintain the number of units across the site	No		Details regarding the final appearance of the development will be decided through the planning application process.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S437 - Fellowship Square (Town Hall Campus)	No	No	No	Section 33.4 of the Waltham Forest Development Management Policy (adopted October 2013) and part of the Waltham Forest Local Plan states: "Privacy is an important aspect of residential environments. Neighbouring occupiers are entitled to a reasonable level of privacy, both within their homes and outside in their private gardens. This policy therefore seeks to ensure that new buildings and extensions to existing properties do not compromise the privacy of occupants of neighbouring dwellings. The policy goes on to state: "As a guide, the Urban Design SPD sets out minimum clearance separation distances between the windows of habitable rooms and kitchens in opposing dwellings."  Section 5.9.2 of the Waltham Forest Urban Design SPD (Supplementary Planning Document - adopted October 2013) states: "Previous design guidance on residential developments (SPD21) set out the following minimum clearance separation distances between the windows of habitable rooms and kitchens in opposing dwellings. (Habitable Rooms include all rooms normally used for living and sleeping as well as kitchens of 2.3 sq. m. or more in size. Bathrooms, toilets, closets, landings, lobbies and recesses are excluded.) (These being: c.20 m between two-storey dwellings; c.30 m between dwellings with a maximum height of three storeys; c.40 m between dwellings with a maximum height of four storeys; c and so on. The document also states: "Independently of the minimum separation		No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ben Westwood				S437 - Fellowship Square (Town Hall Campus)	No Response	No	No	No	<p>Regarding S437 - Fellowship Square (specifically Block H), the plan breaches BRE guidelines regarding impact on neighbouring properties.</p> <p>As stated by in section 3.3.1 of the Daylight and Sunlight Analysis Report, BRE guidelines recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period. The data in the report contains examples of where this guideline is breached. For instance, as per p21 of the report, Window W1240 at 29 Farnam Avenue will have winter APSH % reduced from 9% to 1%, and Annual APSH % reduced from 39% to 25%. This shows the proposal breaches BRE guidelines as it reduces the APSH received at window W1240 to below 5% in winter, the loss is greater than 4%, and the proposed value is less than 0.8 times their previous value in each period.</p> <p>It is noticeable that the report does not identify the breaches of BRE guidelines that are evident in the data it contains, and falsely claims concludes that the proposal is fully compliant with BRE guidelines, when the evidence contained in the report shows that this is not the case.</p> <p>It is quite possible that windows at neighbouring properties will experience similar breaches of BRE guidelines, however this cannot be established as the report omits APSH analysis on adjoining properties of 33 Farnam Avenue, 31 Farnam Avenue and 27 Farnam Avenue.</p> <p>Overall, the Daylight and Sunlight Analysis Report is not fit for purpose, and its conclusions should be disregarded.</p>	Reduce the height of Block H, perhaps in combination with increasing the height of Block B further away from the site boundary (e.g. Block B) in order to maintain the number of units across the site	No	-	Details regarding the final appearance of the development will be decided through the planning application process. <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
				S437 - Fellowship Square (Town Hall Campus)					the town hall car park has a number of pool points for charging electric vehicles. I do not wish to see this facility being removed and not replaced as this would cause a huge inconvenience to the local residents that currently benefit from this facility.				The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
E Gilan				S438 - Sterling House, Willow House & Homebase	No	No	No	No	Buildings of 18 storeys will cause issues with reduced light and increased shadow and have an impact on privacy across the neighbouring properties as well as increasing issues with parking in an already busy area, since there is no parking provision for the new properties.	Reduce the height of buildings to a maximum of 7 storeys. This will minimise the issue of reduced light, increasing shadow and lack of parking.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2037/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.</p>
				S438 - Sterling House, Willow House & Homebase	No	No	No	No			No		This response is noted.
				S438 - Sterling House, Willow House & Homebase	Yes	Yes	No	Response					This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
G.M Ford				SA38 - Sterling House, Willow House & Homebase	Yes	Yes	Yes			-	-	This response is noted.
-				SA40 - Crown Lea	No Response	No	No Response	I am not certain that there should be change of use on this site, though I recognise that Wood street frontage would be improved by redevelopment. However 60 dwellings on 62 hectares will result in cramped dwellings, or small room sizes and will not be conducive to the health and well being of future residents and the community they create.	The number of dwellings should be reduced by one third to 60 dwellings.	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectorate examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 61,000 homes per year across London. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
G.M Ford				SA41 - Wood Street Station Site	Yes	Yes	Yes			No	-	This response is noted.
Rory MacQueen				SA41 - Wood Street Station Site	Yes	Yes	Yes			-	-	This response is noted.
				SA41 - Wood Street Station Site	No	No	No			-	-	This response is noted.

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				S442 - Travis Perkins	No	No	No Response	I consider that the density is too great and will have adverse effects on space standards and quality of life for future residents. Tall buildings should be avoided as it has been demonstrated they consume more energy and give out more carbon emissions than lower rise. Whilst the creation of a district centre and step free access to the station is to be welcomed, there is insufficient greenery in what is already a very hot & landscaped environment along Wood Street.	Reduce the number of dwellings by one third. Insist upon good design in the development guidelines, to correspond to the principles in the London Plan that intensification should be accompanied by good design. In order to improve the carbon footprint double the amount of green space.	-	-	<p>The London Plan (2021) sets a 50 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,820 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
				S442 - Travis Perkins	No	No	No Response	we need shops like this, not more people and def no flats	-	-	-	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
G M Ford				S442 - Travis Perkins	Yes	Yes	Yes	-	-	-	-	This response is noted.
G M Ford				S443 - Brandon Road Car Park	Yes	Yes	Yes	-	-	No	-	This response is noted.
Peter Bearman				S443 - Brandon Road Car Park	No Response	No Response	No Response	-	-	No	-	This response is noted.

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Colin Miller				S44 - Priory Court	Yes	Yes	Yes			No	-	This response is noted.
Abigail Woodman				S44 - Priory Court	Yes	No	Yes	One of Waltham Forest Councils justifications for the building campaign embodied by this site allocations document is the need to provide housing for people on the boroughs housing waiting list. Only social housing meets the needs of the majority of those on this waiting list, it is well-recognised that so-called "affordable housing" is not affordable for most of those that are insecurely housed. Therefore, council-owned land must be used to deliver only social housing. We, as a community, want everyone from our community who needs a home to have a home and our land (because it is justifiable to view council-owned land as land belonging to the community) should be used exclusively to provide homes for those in need. To do anything else is fuelling an increase in house prices and pushing the Council to house vulnerable families hundreds of miles away from their support networks in our community.	The local plan should make it unequivocally clear that council-owned land cannot be developed for housing other than social housing.	No	-	There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 6,000 homes per year across London.
Nicole Robinson				S44 - Priory Court	Yes	Yes	No Response			No	-	This response is noted.
-				S45 - 234-240 Bland Road	No	No	No	The overcrowded area and increased anti social behaviour in the local area.	For no change but open the roads and allow traffic both up on these main roads to flow easier. It is ethically wrong to over populate a place. Its a health and safety hazard to over populate a local town which is already over crowded. This will see more anti social behaviour especially with the open bars introduced in the area. Who will police this? There already is a problem with middle class white people drunk on the streets. There has been an increase of noise in the middle of the night especially on Friday and Saturday night something no local are already experiencing. This will increase further with more gentrification of the area.		-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new reality allocation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
Colin Miller				S45 - 234-240 Bland Road	Yes	Yes	Yes	Looks Great! A focus on Commercial space would be good. The area lacks space for new hospitality and retail.		No	-	The Site allocation will require development coming forward on this site to re-provide commercial floorspace as part of the planning application process. The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Alexandro Campochi				S45 - 234-240 Bland Road	Yes	Yes	Yes			No	-	This response is noted.



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Mike Chimes	S446 - Salisbury Car Park and Adjacent Sites	No	No	No	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation 'flow framed' Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plan may be rejected. Failing to comply with "rules that are not transparent to consultees. Consultation on the site allocation LPD element of the Wiltshire Forest Plan has been taken forward more or less in parallel with consultation with the main plan LPD for 2020-2035. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the topics of meetings which have been coloured by political positioning, while others have been subject to those making orderly meetings. Effectively, it is difficult to determine whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, and essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees showed, or have been difficult to access online. In general however it has been apparent both from LPD and what has been stated at consultation meetings, a major driver for the intensification of development across the borough has been a housing target of c. 3800 homes per year. While LPD has a large weighting for GDS02, and central government guidance is urging all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the borough will meet expected housing need. More	Based on the personal knowledge of the location and the problems associated with recent developments it is not believed the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. 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The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: -Research/ fact finding, the choices made in the plan are backed up by facts. -Evidence of participation of the local community and others having a stake in the area. -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding, the choices made in the plan are backed up by facts. -Evidence of participation of the local community and others having a stake in the area. -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Having no regulatory or national planning barriers to delivery. -Delivery partners who are signed up to it and -Coherence with the strategic of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPO should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Anthony G Thorne Lip	S446 - Salisbury Car Park and Adjacent Sites	No	No	No	No	No	No	The question falls to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 19. Before submitting a local plan to the Secretary of State under section of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1). 14(1) A local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. 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The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.

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Mike Hill				S446 - Salisbury's Car Parks and Adjacent Sites	No	No	No	<p>THIS IS WHAT IM PUTTING ON THE SITE ALLOCATION CONSULTATION:</p> <p>Question: Is it legally compliant to putting "No."</p> <p>Where it asks "Is it sound" Im writing in "No."</p> <p>Where it says "Does it comply with the duty to cooperate" Im putting "No."</p> <p>Then underneath it says "Give Details". This is where you can write in your objections/comments.</p> <p>Im putting:</p> <p>The plan is seeking to build more homes than required by the London Plan.</p> <p>To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause "them" (in planning terms) to existing residents who will suffer the consequences of over-heating, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Without parking these proposed developments will disadvantage older people.</p> <p>Lastly "set out modifications you consider necessary to make the Local Plan legally compliant and sound."</p>				<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Dillon				S446 - Salisbury's Car Parks and Adjacent Sites	No	No	No	<p>It is not clear what the justification for the Council's decision is. The plan does not have any concern for the views and opinions of those already living in the area and borough of this proposal.</p> <p>The impact of more homes will be even more congestion and what with the newly created quiet ways are making getting around harder than ever. Many people moved to the suburban areas of London because they were less densely populated and most of the properties were lower level and not an eyesore. And the roads were free from congestion most of the time. This will make things worse.</p> <p>People did not move to Waltham Forest so they could cycle 10 miles to work in central London too. So if public transport is overcrowded and roads are overcrowded then it because the population is already too dense in this area.</p>	Inclusive consultation by way of consultation letters sent to every person over 18 living in Waltham Forest. Act only on the results of the consultation. Alternatively have the consultation with all the representative residents associations within the borough and then all those that are not represented by any committee to obtain the views as above.		Please explain this question	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Mustafa Kurbud				S446 - Salisbury's Car Parks and Adjacent Sites	No	No	No	<p>The proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy with an additional demand for parking. Consultation is flawed as no hearings/public meetings to advise residents. Shortage of doctors, dentists etc.</p>			<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>Where proposals affect existing care facilities, the policy set out in Local Plan Part 1 ensures that there can be no loss without demonstrating that there is a surplus of that form of accommodation in the area and that it is no longer required. There is a considerable need for additional capacity to meet the needs of an ageing population.</p> <p>New supported and specialised accommodation will meet stringent criteria to ensure that facilities are high quality and fit for purpose.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>	
Peter Lazou				S446 - Salisbury's Car Parks and Adjacent Sites	No	No	No	<p>Chingford is not a high rise area and does not have the transport links to support it.</p> <p>How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few buses because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly over populated area?</p>	Chingford is not a high rise area and does not have the transport links to support it. <p>How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few buses because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly over populated area?</p>		Do not trust the council or planning teams	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>

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Peter Lobov				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Yes	Do not trust the council or planning teams	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/homestead vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Sain Dewey				S46 - Salisbury's Car Park and Adjacent Sites	Yes	Yes	Yes	My criticism of this development proposal is the possible threat to Salisbury's shopping centre even though it just says car park and other areas connecting it. My mother works at this supermarket and I want confirmation that the supermarket will not be destroyed at all during development process. I want the star on your image where the supermarket currently is as in for potential of height. Does this mean that you want houses on top of the supermarket and if so then how will this be achieved without loss of retail jobs. Will the supermarket still can during this development.	To make this development proposal compliant then I want to see from this is more trees/improvement to the river chng that does not require loss of green space or any felling of any of the trees that are currently on site.  Also, I want the full confirmation that workers job will be protected on this site during development and will not result in the partial loss of supermarket retail space during development as this will result in local uproar and protests.	Yes	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Lloyd Parkinson				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no half/full/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc	Build homes to height existing buildings, provide parking, healthcare, education, roads, infrastructure, etc	No	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Mustafa Kurubabu				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	The proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy with an additional demand for parking. Consultation is flawed as no half/full/public meeting to advise residents. Shortage of doctors, dentists etc		Yes	Because these policies have been conducted in stealth, with minimal insight given to local residents	<p>The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or taller buildings than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (CIS).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>

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Agnes Sepelo				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	Residential development too close to a heavy trafficked road - strong impact on health. Building new flats will not improve pedestrian and cycling connection!	Improve efficiency of the site in terms of commercial development. Building new residential units so close to heavy traffic is against the law.	No		<p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>The Council commits to a long-term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. The former part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Emk Halli				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	You should be removing chisford mount with shops etc, not putting more and more housing, we have already lost barns and low class shops are surrounding it, I think its time for a regenerate and adding more stores and housing let the solutions	Revamp chisford mount with more shopping options to attract middle class people and do not add more housing its overcrowded and over populated as it is	No		<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow Retail Units, or Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active footpaths and having residents located within the borough's centres, ensuring that most people daily needs can be met within a closer to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road networks. These policies also support new high street and town centres use that may emerge in the future to help maintain their vitality and distinction.</p> <p>Through the evidence published in the Character Interim Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Waltham Forest Residents' Community Association				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	The local authority has failed to consult with the two local residents' associations and has failed to reach our vulnerable residents and those who do not have internet. Many elderly local residents do not have smart phones or internet and many residents can't afford the luxury of internet. All these people have been excluded. There has been no display of information within the highlighted area. Salisbury and the local area flooded last year. To build further on the land would increase flood risk. The infra structure to assist current local residents is already over stretched. Parking in the area is vital to the bus depot and car showrooms as well as local residents and visitors. Reducing/removing the car parking would damage the local area and businesses significantly		No		<p>This response is noted.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the associated test that there are no clear sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against by the lifetime of the development and is not an on or off the site.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was not an predominantly on the commonspace online engagement platform. However, in line with our Statement of Community Involvements copies of Local Plan Documents are always available at all Waltham Forest Branch Libraries and in the Town Hall Reception. The Council always accepts consultation responses submitted by email and post.</p>
Valencia Lobou				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	How can you justify building more flats in an area already overpopulated? Before any new flats are considered, you should prioritise making our lives better. We need more GPs, more and better schools, more public transport and don't even get me started on the traffic on the main roads. Do you people even live in Chisford? How can you decide for us what is best for us? Or you are just concerned about creating more revenues for the council? For you it's just about parking and parking, closing roads, keep the speed to 20 miles and a fixation on creating bike lanes that no one uses. It is time for you to start respecting our views as we see the ones paying the taxes and living in here. We need more meetings with the council and please stop ignoring us.		No	I would like, for once, have my opinions heard.	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Conservative Councillors (General)				S46 - Salisbury's Car Park and Adjacent Sites				<p>We do not believe the designation of this site to be "effective" given the embedded value of the existing uses far exceeding the likely residential development value of the site when the Council's policies of seeking 50% affordable housing are taken into account. This is a well-established retail store, hotel, car dealership and community transport hub, with playing fields adjacent to it. The car dealership opened less than five years ago.</p> <p>We do not believe this site to be viable because the value of the proposed 800 residential units is unlikely to be able to bear the cost of either buying out the existing uses or replacing them with adequate compensation to the occupiers for their loss of business during the period of redevelopment. The designation as a "Transformation" like suggests very tall buildings, which will be situated adjacent to an urban motorway and downhill of a waste incinerator.</p> <p>Neither factor would appear to have been properly considered in assessing the likely higher cost of development and the impact of that on viability. The Chingford Hall estate, which lies about 500m west of this site was redeveloped in the 1980s/90s and tower blocks were demolished. The resulting homes, a mix of two and three story terraced houses and three and four storey flats, have established a character for the area which has proved popular and less prone to negative outcomes such as anti-social behaviour and crime. Such factors should be considered when land is designated, but does not appear to have been.</p> <p>We believe this site should be designated as a "Transition" site with an FAR no greater than 2.0.</p>				<p>The Local Plan, in both part 1 and 2, is being prepared to ensure it meets the test of soundness and is "effective". It indicates who is to be responsible for making sure that the policies and proposals are met, and when planned growth is expected to be delivered. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process. Although it is important that policies are flexible, the two-part plan is clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met will be clearly listed in an Annual Monitoring Report.</p> <p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p> <p>The site referred to is not identified as suitable for tall buildings in Local Plan Part 1. Constraints such as the proximity of the north circular are identified in the Place Making plans and will be expected to be taken into account in any proposed development to ensure exemplary design and high-quality place making. Local Plan 1 also requires any new development to incorporate design solutions and crime prevention measures that assist in reducing crime and enhancing community safety.</p> <p>The identification of sites as appropriate for a Transformation, Transition or Reinforcement approach to character-led intensification aligns with evidence in the Characterisation and Intensification Study (2019), and design-led area based masterplans, feasibility studies and area frameworks. Following adoption, all proposals for redevelopment will be subject to the policy tests relating to Character-led intensification and high quality design set out in Local Plan Part 1. Local Plan Part 2 gives the opportunity to establish additional site specific requirements and guidance to ensure that development is of the highest quality and appropriate for its location.</p> <p>All submitted planning applications that do not meet the London Plan 'fast track' definition are subject to viability review, which the Council has independently assessed.</p>
Nicola Forristal				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	Proposed developments would be out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing, no parking provision. Plan seeks to build more houses than required by the London Plan. Existing residents will be overlooked, loss of privacy and day light, additional demand for parking. Consultation flawed due to lack of communication. Shortage of infrastructure of health care and education.	Build homes to height of existing buildings, provide parking, healthcare, education.			<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
-				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	Where is the parking provision? Extra pressure on local amenities in shops, dentist, schools etc. High rise will be detrimental to the existing residents.	Parking needed. Also low rise not high rise. More educational and health provision will be needed.	No		<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Shula Taylor				S46 - Salisbury's Car Park and Adjacent Sites	No	No	No	There is too much reliance on electronic responses, alienating a large proportion of people who don't use the internet as a source of info, namely elderly or people who English is not their first language. I am concerned that the height of the buildings is too high and the loss of supermarkets that people can walk to. I do use Salisbury and Colford as I live over the moor, and I can't carry my shopping up that hill. There is no direct bus either, still me to walk a long way. This will stop me using the Moors and I will go somewhere I can park. I can't use my bike either as I simply cannot cycle up that hill. With no access to parking, the area will die. I'll go to Station Road in Chingford where I can park. I have a household with 4 adults. We are already penalised by ULEZ, congestion charge, much as you don't want cars, for many of us, these are ESSENTIAL. We all have busy lives and simply don't have time to walk to the shops.		No		<p>This response is noted.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was run on predominantly on the commonspace online engagement platform. However, in line with our Statement of Community Involvements copies of Local Plan Documents are always available at all Waltham Forest Branch Libraries and in the Town Hall Reception. The Council always accepts consultation responses submitted by email and post.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Anne Nagle				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	The proposed development would be out of keeping with the area with no levels of affordable housing, no parking provision for disabled or older people. Existing residents will be overlooked and loss of daylight and sunlight. The additional demand for parking will push everyone up the hillside or down towards the allot. There has been no consultation with the public and new homes will require extra hospitals, schools, doctors etc which haven't been taken into account on any level.	Housing should be in keeping with the area of low rise housing. Additional provisions for schools and doctors need to be included and also very importantly parking for the disabled people. Everyone needs access to excellent shops and bus/travel links which need conforming how the buses will turn now especially the 158 bus. There are a lot of details missing.	No	As I have lived in Chisford all my life and know the services we used to enjoy (don't want to see these lost). My son studied for his Level 1 in library for example and that is now unavailable and more resources are required.	Through the evidence published in the Character Intermittency Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Bakir				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	The council & developers aren't considering the traffic congestion, the transport infrastructure or other residents. Waltham forest has too many developments & it was too busy & populated as of 2021		No		As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Zahra Kakem				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	It would be out of keeping with the area with no parking provision which already overflows parking in nearby streets. The Plan needs to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools in the area and this would always overburden an area which has had its resources stretched to the limit.	Consider building homes to height of existing buildings to be necessary consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	No	As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me by way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Sarah Rose				S446 - Salisbury's Car Park and Adjacent Sites	No Response	No	No	Very little information has been provided to the general public to explain the proposed development. People don't want extra people without extra infrastructure. Building on a flood zone where there is an antiquated drain system which I believe we have in the UK is a bad idea. I do think this area could do with improving but not at the expense of green areas and local people. I notice that some of the green spaces that previously were accessible to the public have now been fenced off which is a worrying development.	Less homes, more infrastructure. Explanation as to why this area has been chosen for development when it is a noted flood zone.	Yes		The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  Holding sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy D1 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S446 - Sanbury's Car Park and Adjacent Sites	No	No	No	Old people will be disadvantage regarding parking as will families. The plan seeks to build more homes than required by the London plan. Houses are needed with gardens which helps nature not multi storey buildings which do not benefit anyone. Affordable housing is needed. One housing estate built on school land caused problems because the housed children who had no school to attend and a playing field had to be built on to solve the problem. How we have no schools, no doctors surgery and local hospitals can cope as more building will be coming soon on the A406. Buildings should be of the same height as of existing buildings. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting and I don't know how to do it.	Public meeting. Every household notified of meeting. Waltham Forest never listen to the people they just do what they want. They took all toilets away after promising we would have facilities, you find it hard to believe what they say. Cheap Chingford low rise and built houses not flats. One people parking spaces as eventually cars will be electric and will need parking as cyclists need to park their cycles. Buses and trams do not get you to your place of work, and Waltham Forest has built on industrial sites unlike Harleggy who provide for the workers.		-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to local Plan consultations have always been welcome either through the online portal or by email and post. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
				S446 - Sanbury's Car Park and Adjacent Sites	No	No	No	Building more homes will put more pressure on already overstretched local doctors, schools, nursery facilities. Parking is already a problem in the area this development will only make that problem worse.	Before any more homes are built in the area plans should be made to upgrade the existing doctors, schools etc.		-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/trip/short vehicle trips. Redevelopment of these sites in accordance with local plan policies should significantly reduce vehicle traffic across the borough.
Ruth				S446 - Sanbury's Car Park and Adjacent Sites	No Response	No Response	No Response				-	This response is noted.
Michelle Hensley Francis				S446 - Sanbury's Car Park and Adjacent Sites	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London plan. Existing residence will be overlooked, loss of privacy daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc, centers.	Build homes to height of existing buildings, provide parking healthcare education facilities.		I want to have my say, this is the area where I live I will be affected by any changes good or bad	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The sites in this document were consulted on between October and December 2020 in a Draft Site Allocations Consultation. During this time there were in-person engagement events held at various locations across the borough. Due to Covid-19 restrictions in place at the time of this consultation, it was decided for the safety of residents and officers to hold the meetings online.
Teena Antonio				S446 - Sanbury's Car Park and Adjacent Sites	No	No	No	You are ruining chingford	You are ruining Chingford	Yes	-	The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

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Gloria Jones				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	Overdevelopment of area		-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Ms A. Fraser				S446 - Salisbury's Car Park and Adjacent Sites	No Response	No	No		Only the green space, shop front & extending bus routes idea, is the only positive and unintrusive idea out of the entire proposal - not over 400 new homes for obvious reasons: over-crowding, pollution, 10 min on already stretched services, GP's, schools etc. Of course, it is quite difficult to properly understand what is going on because we are unaware if the proposals breach standards/compliance due to paperwork, documents and everything available to look at being incredibly complicated to properly comprehend.	Yes	Many members of the community do not receive effective communication and/or are unaware of how to access and participate. Plus people receive information differently to seeing and hearing in face to face meetings, it is a more productive tool for communicating for many.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by mail and post.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor, sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
Karan Bush				S446 - Salisbury's Car Park and Adjacent Sites	No Response	Yes	No Response	* the development adversely affects older and disabled people and those families purchasing to bulk from the supermarket. * it does not address the need for an attendant increase in community infrastructure * it does not take account of increased pressure on public transport services * the proposed density may put pressure on the space standards of individual dwellings * it may not address the housing needs of the borough in a holistic manner, ensuring that the needs of older and disabled persons are met.	* Reduce the number of dwellings by half to 250 * Relate the supermarket because it is a valued service/commodity in the area, but rather than creating a tall building "which uses more energy per sq metre than low rise and emits twice as much carbon" according to University College London's Energy Institute, consider building above the supermarket and low rise. * Specifically address the need for community infrastructure by specifying the provision of a doctors and dental surgery together with community meeting spaces and play areas for children * Specify that some homes should be allocated for various groups such as social rented and consider whether some should be specially designed to be attractive to older people. ( proper pitched throughout the development) in order to encourage the release of under occupied family homes.	Yes	-	The Council is committed to delivering new housing in the borough of different types and tenures to meet the needs of its residents.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Valerie Platt				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. I feel strongly about this point as I am 75 and live on Broad Cascades, EA 9ET, where parking is already very challenging. I frequently have to park on New Road or other side roads a long way from my house. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation framed as no leaflets/public meetings to advise residents, only a Zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.	Build homes to height of existing buildings, provide parking, healthcare, education etc.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Melanie Draper				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	It will cause massive overcrowding	Leave the site alone	No	Democracy	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
				S46 - Sarnbury's Car Park and Adjacent Sites	No	No	No	This needs to be displayed physically as well as online otherwise people without access to the internet or ability to go online can not be consulted. There is no link to the local plan on this link. How does this plan to invest infrastructure in the Borough. Viewing this in isolation does not allow the public to make an informed decision.	Show analysis on flood risk. Show relationship to overall local plan. Where is retail provision proposed. The smaller shops currently available to meet sustenance for Sarnbury. If Sarnbury to be relocated that will marginalise access to affordable food and push retail further away, risking more car use and therefore increasing more people. What is the air quality here. If focus not been suitable site for this housing without more intervention and green boundary. There is no green space added which does not comply with London Plan. There are no planned amenities for play. Where are all the extra schools being built? A more detailed plan is required to be able to make a comment. The information provided is of insufficient detail and no evidence of rationale is provided here. No link to this. Why is this a good place for housing? Why is it good to lose jobs? Why is it good to build by A50? What are the mitigation measures. What is the Carbon target, why are you no meeting? Why is there no infrastructure and green space added? What is the impact on the biodiversity of the adjacent stream and hedger? Why is this area of nature not being incorporated and improved? How will this link to the bus cleaning area, hotel and car rental adjacent?		-	<p>This response is noted.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exemption test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The consultation was run on predominantly on the commpage online engagement platform. However, inline with our Statement of Community Involvements copies of Local Plan Documents are always available at all Waltham Forest Branch Libraries and in the Town Hall Reception. The Council always accepts consultation responses submitted by email and post.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-free. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>	
				S46 - Sarnbury's Car Park and Adjacent Sites	No Response	No	No Response					This response is noted.	
Ray Anderson				S46 - Sarnbury's Car Park and Adjacent Sites	No Response	No	No	Council building excessive housing above requirements while removing ALL local supermarkets. No benefit to Chingford citizens as all Council is corrupt look at why Claire Coghil 'resigned' - rotten from top down	Why is council building more housing that legally required? All council development needs through investigation as instigated under Coghil's watch..		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>	
Andrew Pearson				S46 - Sarnbury's Car Park and Adjacent Sites	No Response	No	No	We need more supermarkets with good parking not less. Cross-ownership to make more housing in a place that's well used and essential to the community.		Yes	-	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>	
Valence Lacey				S46 - Sarnbury's Car Park and Adjacent Sites	No	No	No		You are proposing the build of 430 new homes and the narrowed of the roads so you can have more space for bicycles and pedestrian. You are not addressing the problem that it will create in a area already overpopulated. You are not dealing with the traffic issues on the main road. How many more cars it will be on the roads after you build 430 homes? Park and stack, close roads, give priority to bikes when we drivers pay to use the roads. You are not building more schools, more GPs or building more roads to accommodate the new residents that are moving to Chingford thank to your pack and stack attitude.		No	I would like, for once, have my opinions heard.	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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Peter Loboz				S46 - Sanbury's Car Park and Adjacent Sites	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to let a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to let a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Yes	Do not trust the council or planning teams	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>	
				S46 - Sanbury's Car Park and Adjacent Sites	No Response	Yes	No Response			Yes		This response is noted.	
David Tyler				S46 - Sanbury's Car Park and Adjacent Sites	No	No	No					This response is noted.	
-				S46 - Sanbury's Car Park and Adjacent Sites	No	No	No	Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provisions, and this will severely disadvantage the elderly. The plan seeks to build more houses than required by the London Plan. Existing residents will be over-looked, subjected to a lack of privacy, loss of daylight/sunlight which may cause mental health concerns, and additional demand for parking. The consultation was flawed because there were no noticeable leaflets or public meetings held to advise residents. Only a zoom meeting. There is already a huge strain on the infrastructure within hospitals, doctors, schools, etc. which will only add further strain.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	No			<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>This response is noted.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Due to the rise in number of Covid-19 cases at the time of the consultation it was decided for the safety of our residents and officers to hold the Local Plan engagement meetings online.</p>
Margaret Aguda				S46 - Sanbury's Car Park and Adjacent Sites	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London plan. Existing residents will be overlooked, lose privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare education etc.			<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>	
Ashu Manghathu				S46 - Sanbury's Car Park and Adjacent Sites	No	No	No	Proposed development would be out of keeping with the area, they can not be delivered with policy compliant levels of affordable housing, no parking provisions. This will disadvantage everyone particularly older people. The plan seeks to build more homes than required by the London plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	Yes	Because it will have a lot of impact on my daily life.	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sharon Walker				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	I believe in change for good reason and community benefit, however the proposed development of the Chingford mount area exceeds necessity. The higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 2 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,330 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	I have lived in Middleton Avenue for 33 years Chingford has been a constantly changing environment with a diversity and vibrant culture. However regardless of the changes it has still maintained its suburban character. I believe in change for good reason and community benefit, however the proposed development of the Chingford mount area exceeds necessity. The higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 2 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,330 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	-		
Sain Dewey				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	I am against this as you are proposing that Sainsbury's car park area adjacent sites needs housing. It also states here that you want comprehensive redevelopment of this site to create new retail which includes provision of retail units. You want to deliver 420 new flats on this site with a good car at the back corner of where Sainsbury's supermarket currently is for the possibility of development height. I would be most disappointed if you consider building on a part of this retail store which would result in loss of jobs and a smaller retail building when you again have a whole car park and an extra bit of brownfield site to build these flats on. As another works in the clothes department of this store and she would be angry if this resulted in loss of her job or temporary closure of this supermarket to make way for these flats as she struggles to make money.	You like to use this phrase in relation to existing retail premises such as Sainsbury and Morrisons. "The provision of existing retail use at a reduced footprint", which means you would mean reducing these supermarkets to a size of a Tesco express store which then you would have a brand new on the development proposal. If you want to make this legally compliant then I suggest you build further away from the Sainsbury supermarket and use the height for the side/middle of the car park and also use the neighbouring brownfield site you have listed well. This includes a solid promise that no jobs will be lost in this supermarket.	No		The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Emily Thomas				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No Response	This Sainsbury has been at the mount for a very long time and is the life and soul of the place. It's taken away where do you expect local elderly people or people without cars to shop? Another proposal is to build a supermarket, that would leave only Tesco express as a local supermarket. There has always been variety at the mount, Sainsbury's supermarket is always busy and this does not make sense for this to be replaced with flats that have no parking, the loss of local train station at the mount. Increasing the housing in the area is just going to overpopulate. Strongly disagree with this proposal, this is coming from someone who has lived in Chingford all their lives.	See above	No		The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of revenue to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.
-				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	The building plan height alone (3 proposed stories) is too high this build should match like for like in height and area in total only, or lower. Not only will the proposed build stand out as a monolithic block with 100% block "natural lighting for the houses adjacent to this structure. When a street light is faulty not working the area is dark, this will be an issue. The area will look like during daylight hours, not alone at night. There are no proposed parking in your development. There should be parking made available for both residence and any proposed businesses. Parking will be an absolute issue as cars, even now prior to your plans block or park across the private drive to houses. This both increment and. Issue. The yellow line currently in place are no parking, only after 6.30pm onwards.	As discussed above. New build should not (at its maximum height, exceed the current building height. Parking to facilitate all proposed homes and businesses.	-		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Monica Di Natale				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	Chingford does not need any more houses especially if built at the expense of public services: parking, shops, cultural/sport sites			Would like to find out personally what the Council plans to do	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
-				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	The reduction in parking for a busy supermarket is undesirable and will cause more congestion on already busy roads. Proximity to the A405 and Biller Road/roundabout will cause further congestion and noise and air pollution. New housing will increase pressure on already inadequate local services eg schooling, health and retail.	Reduction in residential density.	Yes	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Russell Wellard				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	The site is at risk from flooding and suffers from air and noise pollution from the A405.	The site is at risk of flooding, which will only increase as global warming continues. A405 noise and air pollution make it particularly unsuitable for housing. If the car park is no longer needed, the site should be rewilded to mitigate climate change and flooding.	-	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a possible measure.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p>
Monique				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No	No	Too many new homes making Chingford over crowded without the infrastructure to support new residents. Also the pollution from having that many new homes is alarming.		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of benefit for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a possible measure.</p>
C Alan				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	The proposed developments would be completely out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing; there are no parking provisions, who are there never any parking provisions with these developments? Why are the council dictating who can and cannot own a car, this will disabuse many people. Why are more homes being built than the London Plan requires? What care has been taken to existing residents in regard to the additional demand for parking, the loss of privacy by being overlooked due to the development, the loss of daylight/sunlight. Why was there only an online zoom meeting? Many elderly in the borough could have a clue what a zoom meeting was or how to set one up, this made the consultation flawed as it limited who knew about the proposals as no leaflets or public meeting for people to attend and air their views was arranged. There are too few gp surgeries, hospitals, dentists, schools etc. in the borough as it is without adding this colossal development into the area!	Do not make the build so excessively high. This is not in keeping with surrounding buildings. Parking is horrendous around the area as it is, provide more parking and with half an hr free, vastly improve healthcare, education, dentists etc. .	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
										No		

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Timothy Boyle				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	The development is very urban and very city centric. The area is suburban and has no adequate transport links nearby E and Tube network. The proposed high rise development actually takes out a main bus terminus at Albert Crescent and it actually puts in local neighbourhood traffic by blocking Cherrydown Ave. The properties proposed are too tall and bring nothing to the area of any value.		No	-	The Local Plan requires a character led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Kathryn Ullman				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	This site is a flood plain and has flooded recently, an event that is likely to become more frequent. It is not suitable for housing because of closeness to the North Circular, pollution levels are high. Two large businesses would potentially be lost and with that many jobs. There is also a hotel on the site and a petrol station. What will happen to them?	This hotel and existing shop should remain where they are. Maybe some housing next to the shop on right hand side.	No	No one takes any notice of events.	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
David Hill				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No Response	It takes away a much valued Supermarket and the associated Petrol Station with so many additional homes on this site WINE will people go to do their shopping? Clearly there is no consideration for the needs of local people (many of who are elderly/helpo already live in the area.	Provision of shopping facilities with adequate car parking - not all of us can use bicycles or have ready access to public transport!	No	-	The Council sets out its strategy for managing change residents shopping habits to continue to help them meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Sheraz Dar				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	I live within a few hundred yards of this proposed development. The vast majority of my neighbours have no idea about these proposals. Further more detailed information needs to be provided door to door and a more intense and appropriate consultation needs to take place	This area cannot cope with additional housing. The local facilities just do not exist. It's hard enough to get an appointment with a doctor and a dentist as it is without piling more people into the area. There was very little increase (bar a nursery 6 years on) after the dog stadium was built. Pre covid you couldn't even get on a bus to Walthamstow at peak times as there was such an increase in the local population due to housing and the crooked billet roundabout was always ground to a halt. This is going to be going to make everything even worse!	No	As a local resident of 20 plus years we should be integral to the decision making process	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
-				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Sainsbury's is a very needed and busy supermarket with the appropriate size car park. And should not be replaced with housing.	NO COMMENT	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Andrew Fearn				S466 - Salisbury's Car Park and Adjacent Sites	No			Too many houses too little parking We need our accessible supermarkets with parking		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Mark Faakes				S466 - Salisbury's Car Park and Adjacent Sites	No			It seems ridiculous to try and build even more homes and impact local amenities to an area that's already busy. My family is already having to travel into a more expensive travel zone to go back on ourselves as it takes three times as long to get to Walthamstow via Chingford Mount now. This will only make things worse. Not sure what the overall ambition is - is the hope longer term residents will gradually move out of the area?	Leave things as they are. Don't make them worse.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Paul Leahy				S466 - Salisbury's Car Park and Adjacent Sites	No	No	No	Leave it alone. Chingford does not need new flats. There isn't enough room for new builds		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Camille Singh				S466 - Salisbury's Car Park and Adjacent Sites	No	No	No	Chingford does not need housing there just isn't enough space		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Meera				S466 - Salisbury's Car Park and Adjacent Sites	No	No	No	Not necessary to build ugly high rise to many people not enough school or spaces	None we need more shops not people	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Michael Shellock				S466 - Salisbury's Car Park and Adjacent Sites	No	No	No	It is perceived by local residents that this proposed redevelopment is unclear in what changes are actually going to take place and if the existing Salisbury's Superstore is going to remain and development take place around it. The proposals are vague and seem driven by the Waltham Forest Council's habitant desire to build, build, build, regardless of the wishes of the local population.	Unless there is clarification about what is proposed for this site, then it should not move forward in any shape or form and until this and all the other so-called regeneration proposals in the E4 area is properly explained to the local population. Further, the randomness of the proposed redevelopment sites in the E4 area under the the Councils LPI & 2 is hardly a cohesive plan for the next 10 - 15 years and so is flawed.	No	do not consider that proper representations have been made to the people of Chingford and Highams Park about the impact of the Councils decision which will have on this part of the borough.	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>

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Shiraz				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Waste of money yet again LBWF building more homes without having any consideration of the impacts on local infrastructure, schools, hospitals		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Frederick Oghant				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No Response	This site, so close to the North Circular (which is not in the UEL), should not be redeveloped for residential purposes.		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>
Jan Prior				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No	"Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.	Far more local consultation, including borough-wide questionnaires, with no work to be approved that does not have at least a 50% approval rating.	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p>
Liz McNaughton				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No	Removal of car parks does not remove the need for cars. This council has lost all view of the safety and function of the people in this borough.	You have worded this document in a way that is inaccessible to the majority of normal people as you can justify doing a "consultation" that no one can answer.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Mudassar				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provisions, and this will severely disadvantage the elderly. The plan seeks to build more houses than required by the London Plan. Existing residents will be even isolated, subjected to a lack of privacy, loss of daylight/sunlight which may cause mental health concerns, and additional demand for parking. There is already a huge strain on the infrastructure within hospitals, doctors, schools, etc, which will only get further strain.		No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D5. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The London Plan (2021) sets a 10-year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figures were equivalent to approx. 1,800 homes per year, but targets were deconcentrated across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,820 new homes per year, as well as the London Plan identified need for 1,820,000 homes per year across London.</p>
AJ				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Surely you can't build here? Leave us alone	No more new schools, doctors, dentist etc!!! Chingford have a lot of elderly people & we need our supermarket! You go on about cycling, but what if you can't cycle? Like me, I have disabilities & rely heavily on my car... think about your actions & how it will affect the already over populated people of Chingford.	No	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be fully sustainable.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality.</p>

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				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	There is no extra infrastructure to support such a plan and we should not be going back to tier blocks	Decline the plan	No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	This will reduce availability of car parking spaces for a busy supermarket. The proximity to the A403 and the already congested B166 roundabout is undesirable for noise and air pollution reasons. This will increase the requirement for schooling, health, dental and recreational facilities which are already overstrained.	Reduce the residential density.	No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S446 - Salisbury's Car Park and Adjacent Sites	No Response	No	No Response	No mention is made of a supporting infrastructure to support the 430 new homes inhabitants. Exploring potential green areas does not necessarily result in their being adopted eg. improvements to the river ching (clearest mean that improvements will be made) and plan is hardly inspiring, couldn't seem to see many trees.	Sort out a good infrastructure for the area (schools, doctors etc and addressing points above. Why is it being proposed?	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Borough's Local Plan has a policy on protecting and enhancing the environment (as the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Doesn't Matter				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	leave Chingford alone!	leave Chingford alone!	No	no one wants your flats	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
				S446 - Salisbury's Car Park and Adjacent Sites	No	No	No	Not needed too	Tower blocks are too high for the area	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Harriet Adam-Smith				S446 - Sansbury's Car Park and Adjacent Sites	No	No	No	There has been no outreach to local residents about these plans. The local community do not want this! The language used is opaque and you are clearly not really interested in consulting with local people	The Chingford Road is already completely clogged with traffic. It can take 45 mins to drive from the amount to the toilet on a Saturday or rush hour. Adding more homes will make this completely impossible to use. With no real bus lanes it's not a case of using public transport as that is just as slow as taking the car. Local's from all across the borough are having difficulties seeing GP and getting nursery and school places. What is being done to increase infrastructure in the area? With no tube we are reliant on roads?  Also both Morrisons and Sainsburys are busy supermarkets used by people from across the borough. We need these superstore size supermarkets WITH parking.  The only thing that seems beneficial is importing the extremely dangerous and badly lit walking route on the Ching and the billed underpass. At the moment many (especially women) do not feel safe walking either at night or via on the bus.	Yes	The question needs explaining in layman terms?	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
				S446 - Sansbury's Car Park and Adjacent Sites	No Response	No	No	The 3 developments add approximately 5000 new homes with at least 2000 more people into the area which will swamp the existing drained services. Why do we always see additional homes but no additional doctors, schools or dentists. Why does the council continuously put more and more pressure on the existing over stretched facilities. When was the last time we saw a new doctors surgery, school or rns dentist	Add more doctors surgeries, schools and rns dentists instead of adding to the existing pressures that the above have already			The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
				S446 - Sansbury's Car Park and Adjacent Sites	No	No	No	You are taking away a good store that is used by a large population of Waltham Forest. You are making it very difficult for disabled and older people who rely on the parking facilities at this branch to be able to shop at this store with a very large variety of products which certain members of the community are unable to access anywhere else.	There are no modifications you can make, you should leave the area alone.			The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
				S446 - Sansbury's Car Park and Adjacent Sites	No Response	No	No	This is asking local residents to answer question that are completely incomprehensible. How I know if its legal? What is sound? Duty to co-operate? THE SITE PLAN SHOWS LITTLE DETAIL WHY NOT JUST ASK OUR OPINION	WHAT IS HAPPENING TO SANSBURY usual rubbish about pedestrian and cycle what about car users			The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
John Townsend				S446 - Sansbury's Car Park and Adjacent Sites	No	No	No	It does not keep with the look of the local area and will damage wildlife and encroach on local green spaces		No		The Local Plan requires a character-led approach to intensification, including 3/4 buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No	There has been no clear consultation with the residents about this development. Chingford Mount area does not have the capacity to cope with as much additional housing as it does not have proper transportation links as well as enough facilities (schools, GP practices, dental offices).	I think you should not build high rise buildings in this area as it is not aesthetically pleasing. It will also block out a lot of natural light for the residents that are opposite the car parks.	-	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No Response	My only comment is that the redeveloped site MUST provide a similar retail store as existing plus adequate carparking. The current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc. (not small shops that already exist elsewhere in a high street) but also parking to enable taking their bulky shopping home by car. This cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high warehouse like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to dogmatically follow the mantra of providing high density housing at all costs on every development site.	Address the issues raised above	-	-	The site allocation requires that commercial floorspace is provided as part of new development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  All applications will be required to submit a Construction Logistic Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
A)				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	It doesn't fit in with Chingford & Beaf stound will do what it wants, doesn't care about the people of Chingford. We need Sainsbury's at Chingford Mount. The elderly, people with disabilities, car-less families use Sainsbury's, including me. I have disabilities.		-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Mary Pickering				S446 - Sainsbury's Car Park and Adjacent Sites	No					Yes	Essential that public is fully consulted and that information is readily and easily accessible to the whole community.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Joanne Aldridge				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	1. No consideration has been taken into account on how the car park is used. The car park is used to facilitate parking for by multiple social groups. People use Sainsbury's & Argos to carry out family weekly & bulky large item purchases -> Employers are increasing the work load of people the average day is often 10/10 hours at work and family commitments at day shop to squeeze in is not practical. 3. Witham Forest is a deprived area, people on low income do not have the luxury of being able to shop on line, often low income families are refused credit / bank accounts. 4. The parking area to the right of the store is used by working parents with babies and under fives to drop off their children for day care and need parking, personally with-out parking I would have to give up work as the time frame to get to work would not allow for public transport this is a problem most working parents have. 5. At the weekend the adjoining playing fields are used by football / sports groups and it's children, many travel distance to play and visiting teams would not be able to attend. Often parents with multiple children have many clubs they need to get their children to in a set period of time. 6. At a time when we are trying to regain social interaction for many children who have suffered social & emotional development during lockdown. If parents can not get their children to these places we will see adverse effects. Developing a "55" village environment doesn't allow for new relationships and expanding social circle.	Keep the car parking. Introduce a shop creche. Planned infrastructure to support any development.	Yes	To insure the full and transparent account is noted and fed back to interested parties	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.

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				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Removing a necessity for more unaffordable housing. One of the only supermarkets in Waltham Forest/Chingford that is easy to get to and has ample parking.				The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Gulzem Akan				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	More old people families who have no car will be isolated they can't afford to travel out to get milk. We use the town to meet socialise stop by get food shopping if we have no Sainsbury's or Iceland where are people supposed to buy food from!				As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
David John Anderson				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	too much too little space	reduce to zero housing	No	simply to judge	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,820 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Graeme King				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	Where is the revised infrastructure to support this development. Doctors schools etc		Yes		The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Mike Turpin				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No	No Response	Residential buildings should not be built so close to a major road as it is a health hazard	Set back the residential element of the development as far as possible from the A406.	No	To ensure that LBWF comply with the approved Local Plan.	In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.

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A)				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	No	We need Sainsbury's, too many people use it for 'OJ's to take it away. From the elderly to the young use Sainsbury's. Where will the local people shop if you take it away. Not all people drive, or can use public transport. Sainsbury's is the heart of Chingford mount. Their absence care about the local people of Chingford, they just want to be their pockets.	Just leave Sainsbury's alone. Building too many flats, will be awful. We already struggle to get doctors appointments, there's no NHS dentist appointments, schools are also a problem.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The site allocation requires that commercial floorspace is reproduced as part of new development.
-				S446 - Sainsbury's Car Park and Adjacent Sites	No Response	No Response	No Response	No		Do not build over this land. The car park provides great value to the families who reside in the community.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	No	we do not need more flats in this area. all the flats that council build either look horrendous and/or are tiny 1/2 bedroom type flats, where no one wants to live because they are so tiny. this area used to have a 1980's art deco style edison cinema until council agreed that it could be pulled down. look there now across at cherydown ave. there is a boring square, tasteless orange brick both square for a shop and offices. we cannot trust council to build anything, that block that replaced the edison cinema, that should be pulled down and a museum put up instead.	we need parking space in chingford. sainsbury's originally agreed to have this car park and that should stay as was promised to the residents. keep it as it is please.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Glynis Devlin				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	No	This site sits Sainsbury's Car Park and Adjacent Sites. These plans are not clear enough to be able to comment on a structural basis. There are not enough specifications. However, given the number of homes designated to these sites would indicate high rise developments. This is not in keeping with the local area and why would you want to develop this site with all these homes? Where are the plans for parking facilities for all the people who would live here. Local roads are already extremely congested with the added movement of traffic in and out of Sainsbury's car park. The added pressure on local services would be immense i.e. healthcare, schooling and social services. Do these developers and local council think Chingford can be changed for the better by building on every bit of open space? Chingford is not a town or city. We certainly do not want high rise developments. People who have lived in houses, in a nice area, do not want to be towered over by a building monstrosity.	don't believe there are any modifications here. leave the area as it is with some green space and sky.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	No	Lack of infrastructure.	Better infrastructure.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Adam Esbah-Eddafas				S446 - Sainsbury's Car Park and Adjacent Sites	No	No	No	No	Sainsbury is an important feature of the area.	Sainsbury is an important feature of the area.	Yes	I'm a resident and want to be involved in changes to my area.	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	No more housing in chingford - the roads are already congested	No more housing in chingford			The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Christine Setchfield				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	Any issues raised by the public are dismissed by the council with generic replies or a comment to say it's been noted without any form of explanation and the response to the consultation is only provided to those who push to see it. Consultation merely appears to be tick box.	To set out in full tailored responses to each of the issues raised addressing the specific concerns raised and not just repeating the same statement over and over again and to show they have taken on board the concerns of the public.	No		The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No					This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	No Response	Yes	Yes					This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	Yes	Yes						This response is noted.
Mudassar				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No					This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response					This response is noted.

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N1 171				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-	-	This response is noted.
N1 171				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-	-	This response is noted.
Ruth				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			No	-	This response is noted.
Ruth				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-	-	This response is noted.
Ruth				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-	-	This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-	-	This response is noted.

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				S446 - Sandbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-		This response is noted.
				S446 - Sandbury's Car Park and Adjacent Sites	No Response	No Response	No Response			-		This response is noted.
				S446 - Sandbury's Car Park and Adjacent Sites	No	No	No			-		This response is noted.
				S446 - Sandbury's Car Park and Adjacent Sites	No	No	No			-		This response is noted.
Simon Birks				S446 - Sandbury's Car Park and Adjacent Sites	Yes	Yes	Yes			-		This response is noted.
				S446 - Sandbury's Car Park and Adjacent Sites	No	No	No			No		This response is noted.

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Miss Vignali				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	L8WF are all bars. You are useless at your jobs. Get real nobody wants this type of rubbish plans. Wasting tax paying residents money is criminal.	See the above. Key words are L8WF and all bars get on and do a proper job instead of wasting our time.	-	-	This response is noted.
Miss Vignali				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	Doesnt help anyone	See above and do something positive for the area and the residents	-	-	This response is noted.
Miss Vignali				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No	Stop wasting tax payers money and come up with a constructive plan	Lying to the residents and wasting their money on rubbish ideas is criminal	-	-	This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	No					-	-	This response is noted.
D Taylor				S446 - Sainbury's Car Park and Adjacent Sites	No Response	No	No			-	-	This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				S446 - Sainbury's Car Park and Adjacent Sites	Yes	No	No			-	-	This response is noted.

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Sam				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
Toby Spearpoint				SA46 - Sainbury's Car Park and Adjacent Sites	Yes	Yes	Yes			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	Yes	No	Response		-	-	This response is noted.
James Moore				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
G M Ford				SA46 - Sainbury's Car Park and Adjacent Sites	Yes	Yes	Yes			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
Cat				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
John Duffell				SA46 - Sainbury's Car Park and Adjacent Sites	Yes	Yes	Yes			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	Yes	Yes	Yes			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
Michael Ward				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			-	-	This response is noted.
Harry White				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No			No	-	This response is noted.
Tim Hancock				SA46 - Sainbury's Car Park and Adjacent Sites	No	No	No	<p>I Strongly Object to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, degradation to the surrounding environment, negatively affecting the current residents?) This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions pertaining on future to control immigration, and defend the sanctity of the family by previous and current politicians, motivated by commercial interests, and pushed on to the public by propaganda from the media that is puppeted by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antibothical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a liberal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are</p>		No	<p>This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to dilute current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short-term historical terms, will underwrite the future wellbeing of the indigenous community?</p>	Offensive Response

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
Tim Hancock				S466 - Salisbury's Car Park and Adjacent Sites	No	No	No	<p>Strongly Object to this exaltation [Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding/densification to the surrounding environment negatively affecting the current residents]"</p> <p>This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and timely origin to this approach to development activity is to provide a resolution to an upstream problem created from several decisions concerning not failure to control congestion, and defend the sanctity of the family by previous and current politicians, motivated by commercial interests, and pushed on the public by propaganda from the media that is supported by corporate interests who are not attached to the community and therefore are affected by the shortening and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of following on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, spit and spirit, it is verily impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are a reversion of the failures that are evident in the communities of this town, and are a reversion to the failures that are evident in the communities of this town, and are a reversion to the failures that are evident in the communities of this town.</p> <p>The plan is seeking to build more homes than required by the London Plan.</p> <p>To achieve that higher number, the form of development is significantly of keeping with the existing character of the area and will cause "them" (in planning terms) to existing residents to suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Without parking these proposed developments will disadvantage older people.</p> <p>The Consultation is flawed as non online residents have not had a chance to comment as they received no letters, advising of the plans. There has been no public meeting.</p>	<p>Reject on the basis of continued densification to local community and strain on local services, as pointed out above.</p>	Yes	<p>This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing private car to be parked, with a concept for the consideration toward the current people in the vicinity, while it is also an assault on their existing cultural and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert on our way to a time. SO YES, STRONG OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms will undertake the future wellbeing of the indigenous community?</p>	Offensive Response	
Valen Ejarle				S447 - Cork Tree Retail Park	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules that are not transparent to consultees.</p> <p>Consultation on the site allocation SP2 element of the Heatham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LPI) for 2020-2026. This has involved the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been cancelled by political point scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had difficulty low numbers, represented by the number of attendees allowed, or have been difficult to get into online.</p> <p>In general however it has been apparent both from LPI and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 1000 homes per year. While EWEF has a large meeting for 100000, and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More</p>	<p>DONT WANT THIS SITE DEVELOPED AT ALL, we will lose all the shops which are being built, should our wishes be ignored, then any building would have to be...no high rise, no overlocking/over shadowing existing homes, provide parking for ALL new residents, plus replace the existing shops and existing shoppers car park for everyone to use. provide additional doctors, hospitals, dentists and schools etc, etc for all new residents. This area is already heavily polluted from the road...more homes here would be disastrous.</p>	No	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed</p> <p>This site should be considered as part of a group comprising SA 46, SA 48, SA 49 and SA 50 possibly extended further to take into account the north circular, with full consideration of the implications for these developments on active transport infrastructure improvements to meet west public transport beyond and within the borough, and opportunities and needs for soft infrastructure eg health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population</p>	<p>Yes</p> <p>I will want to be involved, this is our life!</p>	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by the Characterisation and Intensification Study (2020).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October, December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Mike Chimes				S447 - Cork Tree Retail Park	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules that are not transparent to consultees.</p> <p>Consultation on the site allocation SP2 element of the Heatham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LPI) for 2020-2026. This has involved the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been cancelled by political point scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had difficulty low numbers, represented by the number of attendees allowed, or have been difficult to get into online.</p> <p>In general however it has been apparent both from LPI and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 1000 homes per year. While EWEF has a large meeting for 100000, and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More</p>	<p>It is suggested that until master plans are developed, through consultation, for the main centres identified in LP, consultation on individual sites is flawed.</p> <p>This site should be considered as part of a group comprising SA 46, SA 48, SA 49 and SA 50 possibly extended further to take into account the north circular, with full consideration of the implications for these developments on active transport infrastructure improvements to meet west public transport beyond and within the borough, and opportunities and needs for soft infrastructure eg health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population</p>	Yes	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed</p> <p>This site should be considered as part of a group comprising SA 46, SA 48, SA 49 and SA 50 possibly extended further to take into account the north circular, with full consideration of the implications for these developments on active transport infrastructure improvements to meet west public transport beyond and within the borough, and opportunities and needs for soft infrastructure eg health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population</p>	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared Justified Effective This means that the Local Plan should be based on a robust and credible evidence base including: Research/Fact Finding: the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and the Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: Sound infrastructure delivery planning. Having no regulatory or national planning barriers to delivery. Delivery partners who are signed up to it, and Consistency with the strategies of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should be flexible and able to be monitored. The Local Plan should include who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process, or more significant changes to respond to circumstances such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the IDP should make clear that major changes require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	
Conservative Councillors (Valley)				S447 - Cork Tree Retail Park				<p>Cork Tree Retail Park This site already functions as an industrial site. However, any intensification without proper supporting infrastructure is not, in our view acceptable or practical. Although this site is adjacent to the A405, North circular, it is also opposite and adjacent to residential properties</p>	<p>Yes</p> <p>The Cork Tree retail park is not currently designated as Strategic Industrial Land. This designation will be made through Local Plan Part 1. It currently functions as an out of town retail park.</p> <p>Walham Forest has been identified need to provide additional floorpace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorpace, and the intensification of industrial provision is encouraged, whilst meeting other policy requirements – for example relating to existing residential amenity.</p> <p>Further guidance will be provided in the Industrial Intensification SPD.</p>	Yes	<p>The Cork Tree retail park is not currently designated as Strategic Industrial Land. This designation will be made through Local Plan Part 1. It currently functions as an out of town retail park.</p> <p>Walham Forest has been identified need to provide additional floorpace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorpace, and the intensification of industrial provision is encouraged, whilst meeting other policy requirements – for example relating to existing residential amenity.</p> <p>Further guidance will be provided in the Industrial Intensification SPD.</p>		



Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Lloyd Parkinson				SA47 - Cork Tree Retail Park	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no half an hour public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.			Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward as a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Lloyd Parkinson				SA47 - Cork Tree Retail Park	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no half an hour public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Yes		Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward as a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Aj				SA47 - Cork Tree Retail Park	No	No	No	I live in half lane near this site! Full time is already a very busy main road, which most of the time sees traffic jams from early morning to late evening. The pollution from the road & the incinerator is appalling. Cars speed & because we are on the bend, this causes problems to get out of site turning. There's rubbish everywhere, we never see leaf clearing ball bins & the side kerings. People park where they want without any consideration for others. We are like the forgotten part of the borough. I have discussions, physical & mentally & the situation here doesn't make it any easier		Yes		As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Robert Deering				SA47 - Cork Tree Retail Park	Yes	Yes	Yes	Any new green infrastructure must be maintained. There is currently a tendency for wooded/green areas to be frequented by people with anti-social behaviour, and for them to be used to dump litter, rubbish and stolen goods. Areas like the Ching foreground, green areas of Chingford Hall Estate and Memorial Park are neglected, rubbish strewn and vandalised.	Maintenance and policing is crucial. A neglected green space will soon deteriorate and become a harbour for criminal activity.	No		The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that are reducing crime.
Judy Caddle				SA47 - Cork Tree Retail Park	Yes	Yes	Yes		Better access to the Cork Tree Retail Park is necessary as bottleneck traffic could build up on North circular preventing free flowing traffic.	Yes		The access and agree to and from this site will be reviewed with any planning application for development that comes forward.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Jon				SA47 - Cork Tree Retail Park	No	No	No	Na	Na	No		This response is noted.
Aj				SA47 - Cork Tree Retail Park	No	No	No	We lived near here 22 years & everyday its gridlock with traffic, its got 40+ hours nightmares & nothing ever seems to get done. We are the forgotten part of the borough		No		The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing & Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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Kathryn Uman				SA47 - Cork Tree Retail Park	No	No	No	No	On a flood plain, lots of jobs loss of businesses	leave well alone		No one takes any notice of emails	Housing sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing flood risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Cheryl Tagge				SA47 - Cork Tree Retail Park	No	No	No	No	many people work here and is a nice area for shopping with many people going to shop their on a daily basis and not fair to take it down	TO NOT TAKE AWAY THE SHOPPING CENTRE		-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Richard Iles				SA47 - Cork Tree Retail Park	Yes	Yes	No	Response	I am not sure if sufficient consideration has been given to local residents. A problem which pervades all these plans is that demolition and (re) building on this local well of itself create high energy use, high CO2 generation and above all for this site pollution which is already considerable in proximity to the North Circular Road. However, as a committed walker and member of a local Ramblers Group I am pleased to see that proposed provision of green walking routes is cited here and in other developments. The borough contains two green North-South walking corridors and lacks East to West green links between the two.	I think that, if possible, development should take place over a long time-scale. Hopefully the pollution level will reduce as vehicles become cleaner.		-	The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.
Kathryn Uman				SA47 - Cork Tree Retail Park	No	No	No	No	Storage and distribution - what does that mean? What about the shops that are there, where are they going to go? Use them regularly.	Leave this area alone		No one takes any notice of emails	Storage and Distribution are the industrial use classes that the council will encourage to come forward on this site as and when planning applications are made. This is to address an identified need for industrial floorspace in the borough.
Miss Vignali				SA47 - Cork Tree Retail Park	No	No	No	No	Unfit for the area which is residential	Should be further away from residential homes		-	The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
-				SA47 - Cork Tree Retail Park	No	No	No	-	-	-		-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S447 - Cork Tree Retail Park	No	No	Yes			-	-	This response is noted.
				S447 - Cork Tree Retail Park	No	No	No			-	-	This response is noted.
				S447 - Cork Tree Retail Park	No	No	No			-	-	This response is noted.
				S447 - Cork Tree Retail Park	No	No	No			-	-	This response is noted.
				S447 - Cork Tree Retail Park	Yes	Yes	Yes			-	-	This response is noted.
John Duffell				S447 - Cork Tree Retail Park	Yes	Yes	Yes			-	-	This response is noted.
-				S447 - Cork Tree Retail Park	No	No	No			-	-	This response is noted.
Zahir Aghar				S447 - Cork Tree Retail Park	No	No	No			-	-	This response is noted.
James Christopher Truedale Sarginson				S448 - Morrisons Supermarket and Car Park	No	No	No	The plan is not sound. No indication is given of parking facility for the store. Regarding housing, the provision in the local area of medical and social services is grossly lacking and education provision is inadequate.	rethink the whole policy on the importance of housing provision in this part of the borough.	Yes	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, health care facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are a strategically designed to encourage and support sustainable and active transport, ultimately resulting in a more worthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared  This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified  This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Research/Fact finding: the choices made in the plan are backed up by facts.</li> <li>• Evidence of participation of the local community and others having a stake in the area; and</li> <li>• The Local Plan should also provide the most appropriate strategic when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective  This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning;</li> <li>• Having no regulatory or national planning barriers to delivery;</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.  Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
Conservative Councillors (Valley)				S448 - Morrisons Supermarket and Car Park				Morrisons Supermarket and Car Park Morrisons is a large, well-established retail store and the site also hosts a Barnsley's Health Club and Spa. The site has history barnyard housing on its northern boundary and playing fields to the southern side. There is further green space east. There is little information with which to gauge the density of the proposed development. The reduction of a supermarket will have a detrimental impact. We note the site is Flood Zone 2 & 3. We are aware of issues with the groundwater impact of the stadium development causing flooding in the adjacent gardens. We do not consider this to be a viable site a large scale development.					It is through the allocation of sites in Local Plan Part 2 that we can ensure site specific considerations around access to green space, appropriate land uses and reduction of flood risk can be embedded in planning policy.  Having sites allocated for development ensures that they demonstrate that flood risk can be successfully managed by following the process set out in Local Plan Part 1. This ensures that development at site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development would not increase flood risk either on or off the site.
-				S448 - Morrisons Supermarket and Car Park	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-burdened, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only online Zoom meeting. Shortage of doctors, hospitals, dentists schools etc.				The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:  Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. - The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.	
David John Anderson				S448 - Morrisons Supermarket and Car Park	No	No	No	too much too little space.	leave alone		simply to judge	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:  Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. - The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.	
Valen Ejarle				S448 - Morrisons Supermarket and Car Park	No	No	No	The plan is seeking to build more homes than required by the London Plan. To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause "Nuisance" (in planning terms) to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on street parking from flats built without adequate parking for new residents.  These proposed developments cannot be delivered with policy compliant levels of affordable housing.  Without parking these proposed developments will disadvantage older people.  The Consultation is flawed as non online residents have not had a chance to comment as they received no leaflets advising of the plans. There has been no public meeting.	DONT WANT THIS SITE DEVELOPED AT ALL. we will lose morrisons jobs to being built, which is a lifeline for older and disabled local residents who cannot travel should our wishes be ignored, then any building would have to be... no high risk, no overloading/overshadowing existing homes, provide parking for ALL new residents, plus replace the existing shoppers car park for everyone to use, provide additional doctors, hospitals, dentists and schools etc, for all new residents.	Yes	we all want to be involved... this is our life!	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a brief of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character led approach to intensification, including tall buildings and building heights. In accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.	
										No			

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mike Chimes	S48 - Morrison's Supermarket and Car Park			S48 - Morrison's Supermarket and Car Park	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plan may be rejected. Failing to comply with "rules that are not transparent to consumers. Consultation on the site allocation (LPI) element of the Washburn Forest Plan has been taken farward more or less in parallel with consultation with the main plan (LPI) for 2020-2035. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the topics of meetings which have been very coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, and essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees showed, or have been difficult to get into online. In general however it has been apparent both from LPI and what has been stated at consultation meetings that major driver for the intensification of development across the borough has been a housing target of c. 3800 homes per year. Whilst LPPF has a large working list (2020), and central government guidance is driving local authorities to ensure they develop townfield sites, it is not clear that all sites selected for housing development in the borough will meet expected housing need. More	It is suggested that until master plans are developed, through consultation, for the main centres identified in LPI consultation on individual sites should be considered as part of a group comprising SA 46, 47, SA 48, 49 and 50, possibly extended further to SA 45 and also the north circular, with full consideration of the implications for these developments on active transport infrastructure, improvements to east west public transport beyond, and within the borough, and opportunities and needs for soft infrastructure eg health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population	Yes	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed. I have been prepared. This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding, the choices made in the plan are based up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Housing or regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it; and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough 'x', in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.	
	S48 - Morrison's Supermarket and Car Park			S48 - Morrison's Supermarket and Car Park	No	No	This form of collecting comments does not allow me to vote my concerns about the plan, described as above. I do not think this form of collecting my comments works because it only allows me to answer prescribed questions and is pagging me to write about Morrison's supermarket. It is obvious we need supermarkets to buy food, if you remove this where will we shop?	See above	Yes	This form of collecting comments does not allow me to vote my concerns about the plan, described as above. I do not think this form of collecting my comments works because it only allows me to answer prescribed questions and is pagging me to write about Morrison's supermarket. It is obvious we need supermarkets to buy food, if you remove this where will we shop?	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: -Positively Prepared -This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding, the choices made in the plan are based up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Housing or regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it; and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough 'x', in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Anthony G Thorne Lip	S48 - Morrison's Supermarket and Car Park			S48 - Morrison's Supermarket and Car Park	No	No	The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 19. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1). 14(1) a Local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are: (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the location and the problems associated with recent developments it is not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Domestic Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LAE2 zone and driveway of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LAE2 charge. Part the rest of the area will also be subject to these increases and the proposed asset the natural air flows possibly result in pockets with even higher concentrations. Washburn Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being above the area to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the motters lived above. If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In the 1930's that people needed space and New Towns were built with green spaces, development and open areas. This was the 1930's.	Yes	Because there are too many unanswered questions. This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a healthier environment, parking problems and improve air quality. Additionally, Washburn Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.	
Anthony G Thorne Lip	S48 - Morrison's Supermarket and Car Park			S48 - Morrison's Supermarket and Car Park	No	No	The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 19. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1). 14(1) a Local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are: (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the location and the problems associated with recent developments it is not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Domestic Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LAE2 zone and driveway of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LAE2 charge. Part the rest of the area will also be subject to these increases and the proposed asset the natural air flows possibly result in pockets with even higher concentrations. Washburn Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being above the area to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the motters lived above. If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In the 1930's that people needed space and New Towns were built with green spaces, development and open areas. This was the 1930's.	Yes	Because there are too many unanswered questions. This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a healthier environment, parking problems and improve air quality. Additionally, Washburn Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Anthony G Thorne Lip				S48 - Morrisons Supermarket and Car Park	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 55, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 54, and</p> <p>18(1) a local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are:</p> <p>(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(b) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(c) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(d) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(e) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(f) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(g) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(h) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(i) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(j) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(k) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(l) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(m) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(n) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(o) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(p) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(q) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(r) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(s) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(t) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(u) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(v) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(w) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(x) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(y) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(z) such of the general consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient they will still be emissions. Although they suggest these can be removed I do have doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge, but the rest of the area will also be subject to these increases and the proposed speed the natural air flows possible result in pockets with even higher concentrations.</p> <p>Walham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density bring about the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960s tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In this it was realised in the 1920s that people needed space and New Towns were built with low density development and green spaces. This is the 1960s in Chingford is not a high rise area and does not have the transport links to support it.</p> <p>How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (on weekends which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider opening more people into an already vastly over populated area?</p>	<p>Because there are too many unanswered questions</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality. Additionally, Walham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>	
Peter Labou				S48 - Morrisons Supermarket and Car Park	No	No	No	<p>Chingford is not a high rise area and does not have the transport links to support it.</p> <p>How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (on weekends which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider opening more people into an already vastly over populated area?</p>	<p>Chingford is not a high rise area and does not have the transport links to support it.</p> <p>How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (on weekends which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider opening more people into an already vastly over populated area?</p>	Yes	<p>Do not trust the council or planning teams</p>	<p>Through the evidence published in the Character Interconversion Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality. Additionally, Walham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Andrew Featon				S48 - Morrisons Supermarket and Car Park	No	No	No	<p>We need more local supermarkets with good parking not less. Morrisons is an important local facility and could be bigger not smaller or taken away. The local area has a shortage of facilities (Doctors/hospitals/schools etc) now. The local authority is restricting parking spaces when we need more and there will probably be little parking onsite for those homes. The addition of masses of extra homes will have a severe detrimental effect locally.</p>	<p>We need more local supermarkets with good parking not less. Morrisons is an important local facility and could be bigger not smaller or taken away. The local area has a shortage of facilities (Doctors/hospitals/schools etc) now. The local authority is restricting parking spaces when we need more and there will probably be little parking onsite for those homes. The addition of masses of extra homes will have a severe detrimental effect locally.</p>	Yes	-	<p>The Council sets out its strategy for managing change in the retail offers to remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality.</p>
Ahuj Patel				S48 - Morrisons Supermarket and Car Park	No	No	No	<p>The plan is to reduce the space of an existing well developed and maintained large supermarket. The supermarket would presumably be reduced in size as also suggested for the Sainsbury site down the road. The combined plans will reduce footprint for supermarkets significantly reducing choice for residents, eg cables and clothing and opticians and chemist, Argos, and other services like car wash and petrol will be at risk of closure leading to significant job losses and a detriment to the local community. Further along with Sainsbury site it is proposed to build a large number of housing, but there are no plans for developing a new school or new GP surgeries which over time will result in poor access to these services and your existing residents. The road and transport infrastructure is not improved either leading to significant congestion and over-crowded buses.</p> <p>It is observed that in both Sainsbury and Morrisons car park approximately 1/4 to 1/2nd of the car parks are not used, so could be developed on. However, this should not come at the reduction of space to the existing supermarket sites. In fact with more housing the need increases.</p> <p>These 2 sites are important to the surrounding communities - Walham Forest, Chingford, South Woodford, Leyton, Highams Park.</p>	<p>Not reduce footprint size of supermarket. Redone to utilize only provided car park spaces typically unused, improve transport links and provide additional schooling and GP surgery for the increased population and already stretched existing resources.</p>	No	<p>To ensure requirements are met</p>	<p>The Council sets out its strategy for managing change in the Borough's retail offer to ensure that it remains relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain its vitality.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality. Additionally, Walham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Lloyd Parkinson				S448 - Morrisons Supermarket and Car Park	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.		Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Maria Broom				S448 - Morrisons Supermarket and Car Park	No	No	No	Ok so I do not really understand the wording of the above as I am not a councillor or work in the planning department of a council or even have a brilliant education BUT I AM overwhelmed by the amount of development that the council wants to fit squeezed into Waltham Forest over the next 10 years or so. We are overcrowded already, schools, dentists, and doctors are FULL UP. This area is a state with so many problems already what with our streets dirty and crime a problem, people not looking after their homes, its already a dump, so stop making it worse with flats galore with hardly any parking. Stop ruining Cleverly Hill etc.....	Please re read the above as I have the same message to say again here. The wording is hard to reply to as to me it sounds double-dutch. Why change a perfectly good supermarket and gym. Sort out the building at the junction of the entrance to Morrisons. This hasn't been touched for years.	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
M Crump				S448 - Morrisons Supermarket and Car Park	No	No	No	We have ENOUGH housing in Waltham Forest what we need is this car park leaving well alone we need supermarkets and parking	no	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The site allocation requires that commercial floorspace is provided as part of new development.
Clifford Gray				S448 - Morrisons Supermarket and Car Park	No	No	No	The existing site should be area has already been effected by the building on the Walthamow Stadium and the building of this number of houses will increase the existing congestion in the area.	The supermarket and garage is a much needed facility in the area and should remain for the convenience of the existing residents	No	I do not agree with the proposed plans as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties, with loss of privacy and will affect the value of the properties in the area.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Shezar Dar				S448 - Morrisons Supermarket and Car Park	No	No	No	Consultation of local residents has been very poor. Little if anything has been posted I'm unaware of any face to face dialogue. This seems to be another attempt to slip things through the back door.	This area cannot cope with additional housing. The local facilities just do not exist. It's hard enough to get an appointment with a doctor and a dentist as it is without piling more people into the area. School places is another issue. There was very little increase (bar a nursery 6 years on) after the dog stadium was built. The covid job couldn't even get on a bus to Walthamow at peak times as there was such an increase in the local population due to housing and the crowded billet roundabout was always ground to a halt. This is going to go to make everything even worse!	Yes	As a local resident of 20 plus years we should be integral to the decision making process.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Walthamstow Stadium Area Residents/Community Association				S448 - Morrisons Supermarket and Car Park	No	No	No	in	See above. Apologies haven't had time to study fully.	-	-	This response is noted.
AJ				S448 - Morrisons Supermarket and Car Park	No	No	No			-	-	This response is noted.
Andrew Fenton				S448 - Morrisons Supermarket and Car Park	No			Too many houses too little parking We need our accessible supermarkets with parking		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Kathryn Utwin				S448 - Morrisons Supermarket and Car Park	No	No	No	How can you remove a well-used store and leisure centre. The new store should be larger not smaller.	Leave the store alone	No	No one takes any notice of emails	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
				S448 - Morrisons Supermarket and Car Park	No	No	No			No	-	This response is noted.
-				S448 - Morrisons Supermarket and Car Park	No Response	No	No Response	Building more homes without considering the infrastructure of schools, hospitals, community centres does not bode well for the area. Having a large local supermarket is beneficial to the local community and the plan seems to want to reduce the capacity of the supermarket	Need to explain to the local community why you want to do this development.	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Bill Rodney				S448 - Morrisons Supermarket and Car Park	No	No	No	It is increasing population without increasing retail and social infrastructure provision. It is over development. It will increase pressure on car parking spaces causing pressure on surrounding residential areas. You should not be encouraging new development because of embedded carbon contrary to net carbon zero targets.	Reduce residential density to a more human scale	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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				S448 - Morrisons Supermarket and Car Park	No Response	No	No	<p>Morrisons and the gym are well used amenities. The surrounding area is already highly congested with motor vehicles and people to add a further 270 homes in an already highly populated area is ridiculous.</p> <p>Public transport isn't great in the area, there are no nearby train or tube stations, so reliance on cars etc is high. The infrastructure of schools, doctors etc simply couldn't cope.</p>	See above. It is not a suitable site.	-	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new reality alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Kathryn Umin				S448 - Morrisons Supermarket and Car Park	No	No	No	This is a flood plain and not suitable for housing. No mention is made of replacing the fitness centre and petrol station.	Store should be enlarged to give more retail space.	-	No one takes any notice of emails	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Kathryn Umin				S448 - Morrisons Supermarket and Car Park	No	No	No	On a flood plain and likely to flood also problems of subsidence are common in the site. No mention is made of rebalancing the fitness centre and petrol station. Store should be enlarged not made smaller.	Leave the businesses alone as they are an important part of the local community.	No	No one takes any notice of emails	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Conservative Councillors (General)				S448 - Morrisons Supermarket and Car Park				We do not believe the designation of this site to be "effective" given the embedded value of the existing uses far exceeding the likely residential development value of the site when the Council's policies of seeking 50% affordable housing are taken into account. This is a well established retail store and adjacent gym. The designation of this site as a "Transformation" site suggests very tall buildings which would be out of keeping with the suburban character of the area and over-dominant in an area of two storey terraced and semi-detached housing. It would also be downwind of the waste incinerator and the additional cost of construction to ameliorate this would not appear to have been considered in assessing the potential viability. We do not believe this site should be considered for any greater level of development than would be supported by a "reinforcement" designation with an FAR no greater than 1.4.		No		<p>The site referred to is not identified as suitable for tall buildings in Local Plan Part 1. Constraints such as the proximity of the north circular are identified in the Place Making plans and will be expected to be taken into account in any proposed development to ensure exemplary design and high-quality place making. Local Plan 1 also requires any new development to incorporate design solutions and crime prevention measures that assist in reducing crime and enhancing community safety.</p> <p>The identification of sites as appropriate for a Transformation, Transition or Reinforcement approach to character-led intensification aligns with evidence in the Characterisation and Intensification Study (2019), and design-led area based masterplans, feasibility studies and area frameworks. Following adoption, all proposals for redevelopment will be subject to the policy tests relating to Character-led intensification and high quality design set out in Local Plan Part 1, Local Plan Part 2 gives the opportunity to establish additional site specific requirements and guidance to ensure that development is of the highest quality and appropriate for its location.</p> <p>All submitted planning applications that do not meet the London Plan "text box" definition are subject to viability review, which the Council has independently assessed.</p>
Graeme King				S448 - Morrisons Supermarket and Car Park	No	No	No	0 provision for support services. Doctors, dentist and schooling which is already lacking in availability at acceptable numbers without adding further property developments at the Morrisons and Sainsbury's site.	Provision of a junior school and health centre as there has been no new provision including the Bush, Walthamstow dog development and now the 2 proposed developments at Morrisons and Sainsbury's.	-	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>

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Sean Dewey				S448 - Morrisons Supermarket and Car Park	No	No	No	No	you are proposing to S448 Morrisons's supermarket and car park. It states that there will be a re-provision of existing retail use but at a reduced floor space while also saying that you aim to have 230 new homes on this site and also has a yellow star for where you would like to see height which is right on a corner in front of where the supermarket is. If this results in the loss of people's jobs, and reducing the size of Morrisons's supermarket to a size of a large Tesco express then I would see this as most unacceptable when you have a whole large car park to do the development on.	you like to use this phrase in relation to existing retail properties such as Sainsbury's and Morrisons: "The provision of existing retail use at a reduced floor space", which I guess would mean reducing these supermarkets to a size of a large Tesco express store which then you would have a new layer on the development proposal. To make this development legally compliant, you will need to move the development further away from Morrisons's and use the side and middle area of the car park and not demolish the supermarket or partially demolish it for flats. This includes no loss of people's jobs.		-		The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Council sets out its strategy for managing change in the retail offer to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Kathryn Uman				S448 - Morrisons Supermarket and Car Park	No	No	No	No	The site is a flood plain and unsuitable for housing. No mention is made of replacing the fitness centre and petrol station.	store should be enlarged and no housing on the site.	No	No one takes any notice of emails	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.	
-				S448 - Morrisons Supermarket and Car Park	No	No	No	No	Morrisons is a valuable and very reasonably priced supermarket. Also on the site is a fitness centre. Neither of these should NOT be demolished and replaced with housing	NO COMMENT	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Council sets out its strategy for managing change in the retail offer to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough.	
Kathryn Uman				S448 - Morrisons Supermarket and Car Park	No	No	No	No	No new building on flood planes. Not environmentally sound to demolish buildings just to replace them. Would Morrisons go elsewhere if they had to close for some time? Where will people shop if this and Sainsbury's close? Also health centre what about that?	This site is not suitable for any redevelopment	No	No one takes any notice of emails	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.	
Mike Georgou				S448 - Morrisons Supermarket and Car Park	No	No	No	No	Local people will be deprived from vital services, e.g. place to go grocery, use to reduce floor space and reduced parking spaces. The right of the development will not keep up with the character of the area. The number of extra homes will lead to strain on public services, additional traffic and congestion to already heavily congested area.	The supermarket space and parking should be left as is the new buildings should be no more than 3 storeys with provision for parking.	No	People who live in the should have a say on the area future	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements, and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorist vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	
Bill Rodney				S448 - Morrisons Supermarket and Car Park	No	No	No	No	It is increasing population without increasing retail and social infrastructure provision. It is over development. It will increase pressure on car parking spaces causing pressure on surrounding residential areas. You should not be encouraging new development because of embedded carbon contrary to net carbon zero targets	Reduce residential density	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 63,000 homes per year across London. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 63,000 homes per year across London.	

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Sean Dewey				S448 - Morrisons Supermarket and Car Park	Yes	Yes	Yes	My criticism of this development is similar to my Sainsbury's criticism as well this result in the loss of workers jobs. It states that there will be re provision of existing retail site at a reduced floor plate, does this mean that the supermarket will become smaller to make way for housing and will this affect workers jobs. What will happen to the garden (top section where people go to buy garden plants by the side of Morrison's).	Similar to the sainsburys by crooked billet. I want to see improvement to river ching and the green space that goes alongside the morrison's supermarket. I do not want to see loss of existing trees/shrubs on this site area that goes along the side of the supermarket.  I highly recommend that you keep the existing outdoor garden (shopfront) by the side of Morrison's as lots of people including myself rely on buying these plants for our gardens as they are cheap and not expensive. If the supermarket is to become smaller then I recommend that you make sure that people jobs in the supermarket are not affected by this as this will result in protest/public upsur and strikes.	No	-	The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
Pete				S448 - Morrisons Supermarket and Car Park	Yes	Yes	Yes	Like all the other proposals, it's just an updated list to the last list they put out a few years ago. They're not definitely going ahead with anything unless the relevant companies want to sell their land or the council wants to repossess any of the properties? It's all what could be done to those sites and it's definitely going to happen.	None	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The sites included in LP2 have been through a comprehensive selection process which has factored in national and regional policy and assessments as well as 'Call for Sites' exercises which were undertaken during the plan preparation period, which invited landowners/developers to put forward sites. These have strongly informed the councils decisions when deciding scope and location of development in the borough. We feel the sites chosen ultimately will help us to meet our strategic objectives and build more housing in the borough.
Kay Anderson				S448 - Morrisons Supermarket and Car Park	No Response	No	No	Will need local supermarket which residents can walk to. Why is council building housing in excess of requirements by the mayor of London?	Why is council building more houses than requested by mayor of London?	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Council sets out it's strategy for managing change in the Borough's retail offer to ensure that it remains relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Mark Feakes				S448 - Morrisons Supermarket and Car Park	No Response	No	No	It seems ridiculous to try and build even more homes and impact local amenities to an area that's already busy. My family is already having to travel into a more expensive travel zone to go back on ourselves as it takes three times as long to get to Watlington as Chigfold Mount now. This will only make things worse. Not sure what the overall ambition is - is the hope longer term residents will gradually move out of the area?	While there is no extra infrastructure things should be left as they are. I encourage the decision makers behind this to travel to Chigfold on the bus from the Town Hall to experience things for themselves.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
-				S448 - Morrisons Supermarket and Car Park	No Response	No	No Response	Car access into and out of the site is heavy and single lane, this would add to the traffic congestion. The end of Morrison avenue at the junction is often congested in all 4 directions and there is no option to widen the roads.	Widening of roads to enable access, across the junction (impossible because of road structure, and all down Morrison Ave	No	-	Access and egress to and from the site will be reviewed as part of the planning application process.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Wastebank Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jan Haines				S448 - Morrisons Supermarket and Car Park	No Response	No	No Response	You can't just keep adding more homes (to be bought by off shore companies, foreign owners, buy to rent Fachmans?) with no parking facilities. Is LBWV just trying to emulate the mess that is happening with Whippis Cross?	Just stop buying more homes unless they are council homes, never to be sold off.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Doesn't Matter				S448 - Morrisons Supermarket and Car Park	No	No	No	Leave Chingford alone!	Leave Chingford alone!	No	No one wants your flats	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
-				S448 - Morrisons Supermarket and Car Park	No	No	No	I do not want this here where I live	Don't build it	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Jan Prior				S448 - Morrisons Supermarket and Car Park	No Response	No	No	*Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.	For more local consultation, including borough-wide questionnaires, both to work to be approved that does not have at least a 50% approval rate.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S448 - Morrisons Supermarket and Car Park	No	No	No	New housing will increase pressure on already inadequate local services eg. schooling, health and retail. No justification for reducing the existing retailer floorspace.	Reduce residential density.	-	-	The London Plan (2021) sets a 32 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,000 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S448 - Morrisons Supermarket and Car Park	No Response	No	No Response	My only comment is that the redeveloped site MUST provide a similar retail store as existing plus adequate carparking. The current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc. (not small shops that already exist elsewhere on a high street) but also parking to enable taking their bulky shopping home by car. This cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high warehouse-like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to dogmatically follow the mantra of providing high density housing at all costs on every "development site.	Address the issues raised above	-	-	The site allocation requires that commercial floorspace is provided as part of new development. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. All applications will be required to submit a Construction Logistics Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.

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				S448 - Morrisons Supermarket and Car Park	No	No	No	No	Morrisons is a much needed supermarket and petrol station. Are any of these proposals being supported or being put forward by local residents of Chingford/Highams Park areas? Very much doubt? Are they in fact being proposed by people that do not live within the Chingford/Highams Park areas?	NO COMMENT	-	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.  The Council sets out it's strategy for managing change in the Borough's retail offer to ensure that it remains relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality.  This response is noted.
				S448 - Morrisons Supermarket and Car Park	No Response	No	No	No Response	Has there been any consultation at all with local residents?	Reduced number of residences, more family homes not flats, the area is now saturated with flats	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Jeanne Aldridge				S448 - Morrisons Supermarket and Car Park	No	No	No	No	1. Morrisons/ supermarket site throughout its opening period is used by a cross section of the community and during the day by the senior generation and community groups (including disabled people in mini buses, fire brigade, home helps who bring their clients to the store by personal vehicles or they can make their own purchases & retain a degree of independence and a tie to the outside world). To some it is not just a place to shop, but also a place to meet friends, in the cafe, a day's outing for some. Many people do not qualify for the blue badge but have needs for parking. 2. The area marked for housing development is close to the store where there is greater need for parking, it also blocks the through route along the river Ching 3 the area will become a danger zone, children playing by open water, moving vehicles that are becoming even more of a dumping ground, poor lighting, a closed development either increasing isolation and crime in an area already experiencing high crime and anti-social behaviour. 4. The language used throughout the soundness consultation is deliberately written to only reach high level academics. The people of Chingford come from many parts of the world being working and contributing to the area, I have not seen any documentation written in other languages, this form itself is diverse and difficult to use. It does not allow for a fair representation.	Housing located to the area adjacent to the gym (opposite end of the carpark)	To insure the full and transparent account is noted and fed back to interested parties	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The Council sets out it's strategy for managing change in the retail offer to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new retail uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.	
Jane Sias				S448 - Morrisons Supermarket and Car Park	No Response	No	No	No Response	It's hard to grocery shop in the borough with adequate parking, especially for those that benefit from family and disabled parking, unless you are building more schools and doctors this will make borough services worse.		Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Kenneth Clements				S448 - Morrisons Supermarket and Car Park	No Response	No	No	No	Chingford needs more commercial sites ie jobs, not housing		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The site allocation requires that replacement commercial floorspace is reprovided, ensuring that the site still provides economic opportunities.

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				S448 - Morrisons Supermarket and Car Park	No	No	No	Because the detailed plans are too complicated to comment on for the average person and the plans have not been published in a range of different communication styles concentrating mainly on electronic systems which deny many people the chance to understand and comment on.	To publish the plans in a range of communication styles including face to face to allow people to fully understand what is planned and to allow an easy process to agree with or not agree with the proposed plans.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
				S448 - Morrisons Supermarket and Car Park	No	No	No					The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London wide assessment of capacity/available sites in 2021/28. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Robert Deering				S448 - Morrisons Supermarket and Car Park	No Response	No	No	The plan will reduce car parking for shoppers using the Morrisons supermarket.	-		I would like to participate in the decisions taken in the development of the town where I live.	The site allocation requires that commercial floorspace is provided as part of new development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
James King				S448 - Morrisons Supermarket and Car Park	No	No	No	No provision for all services	-	Yes	To keep the council accountable	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Alan Westall				S448 - Morrisons Supermarket and Car Park	No	No	No	No more doctors, dentists, school places and not enough parking	cancel it completely	Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Gillian Poulter				S448 - Morrisons Supermarket and Car Park	No Response	No	No	Redevelopment of residential areas should be consulted in advance of preliminary plans made. Consultants and developers do not have to be seen from replies to objections, the council are not co-operating with local opinion, just listening and dismissing them.	Looking at the overall map there is a huge intense building plan, with a noticeable absence of upgraded infrastructure. Facilities are removed and replaced with smaller ones, not even one building area identified is put to one side for building new schools, no clinics or surgeries are included. 100 money is never used for the upgrade of basic facilities as it should be.	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
Nai STI				S448 - Morrisons Supermarket and Car Park	No Response	No Response	No Response			No	-	This response is noted.
Ruth				S448 - Morrisons Supermarket and Car Park	No Response	No Response	No Response			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ruth				S448 - Morrisons Supermarket and Car Park	No Response	No Response	No Response			-	-	This response is noted.
Simon Binks				S448 - Morrisons Supermarket and Car Park	Yes	Yes	Yes			-	-	This response is noted.
				S448 - Morrisons Supermarket and Car Park	No	No	No			No	-	This response is noted.
-				S448 - Morrisons Supermarket and Car Park	Yes	No	No			-	-	This response is noted.
				S448 - Morrisons Supermarket and Car Park	No	No	No			-	-	This response is noted.
-				S448 - Morrisons Supermarket and Car Park	No	No	No			-	-	This response is noted.
James Moore				S448 - Morrisons Supermarket and Car Park	No	No	No			No	-	This response is noted.
G M Ford				S448 - Morrisons Supermarket and Car Park	Yes	Yes	Yes			-	-	This response is noted.
				S448 - Morrisons Supermarket and Car Park	No	No	No			No	-	This response is noted.
Colt				S448 - Morrisons Supermarket and Car Park	No	No	No			-	-	This response is noted.
John Duffell				S448 - Morrisons Supermarket and Car Park	Yes	Yes	Yes			No	-	This response is noted.
Muhammed Amaj				S448 - Morrisons Supermarket and Car Park	No	No	No			No	-	This response is noted.
Harry White				S448 - Morrisons Supermarket and Car Park	No	No	No			Yes	-	This response is noted.
										No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Tim Hancock				S448 - Morrisons Supermarket and Car Park	No	Response	No	<p>I strongly object to this expropriation [Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, degradation to the surrounding environment, negatively affecting the current residents"]</p> <p>This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come, a significant and truly origin to this approach development activity is to provide a resolution to an upstream problem created from several decisions concerning failure to control congestion, and defend the sanctity of the family by previous and current politicians, motivated by commercial interests, and pushed on the public by propaganda from the media that is supported by corporate interests who are not attached to the community and therefore are affected by the decreasing and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and as a result of following on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, spit and sweat, it is verily possible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are evident in the town of Waltham Forest, where you are building taller and taller buildings with no parking facility. You are also creating more shops and retail when you can't get any taken for those already in use on high street. And when you see those who shop in Chingford supposed to park when the Sainsbury's car park is the only parking area? If you want to be free shopping from Sainsbury's and it is heavy, where do we park? Another scheme on paper that remains housing with no parking and to demolish already over-crowded facilities, in Chingford the school area full of GPs, shopping, transport links are not sufficient to take this kind of wealth of people. Also as taking more and more of the native you destroy what is a green, open air and village like feel to this part of the Borough. For years you have created Chingford like an afterthought with little care or in comparison to the 'poorer' parts of Waltham Forest, yet now you have run out of places to build you are keen to just build them and park people in tight. Everything is under too much strain already. Try building the resources first, including a hospital that we don't have to pay £12.50 a day to visit and then think of some sensible lower buildings rather than this.</p>	Reject based on continued degradation to local community and strain on local services, as pointed out above.	Yes	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Sainsbury's using tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at all admitted, spend, with a consent for the consideration toward the current people in the vicinity, while it is also an assault on their existing cultural and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONG OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response
T Gaudi				S449 - Sainsbury's Hall Lane	No	Response	No	<p>throughout Waltham Forest you are building taller and taller buildings with no parking facility. You are also creating more shops and retail when you can't get any taken for those already in use on high street. And when you see those who shop in Chingford supposed to park when the Sainsbury's car park is the only parking area? If you want to be free shopping from Sainsbury's and it is heavy, where do we park? Another scheme on paper that remains housing with no parking and to demolish already over-crowded facilities, in Chingford the school area full of GPs, shopping, transport links are not sufficient to take this kind of wealth of people. Also as taking more and more of the native you destroy what is a green, open air and village like feel to this part of the Borough. For years you have created Chingford like an afterthought with little care or in comparison to the 'poorer' parts of Waltham Forest, yet now you have run out of places to build you are keen to just build them and park people in tight. Everything is under too much strain already. Try building the resources first, including a hospital that we don't have to pay £12.50 a day to visit and then think of some sensible lower buildings rather than this.</p>	Everyday people should have a say in these proposed works. The legal person you put this under means nothing unless you are a lawyer, journalist or architect. Yet it is real people lives, their facilities and their skyline that you are impacting. This definitely feels like build them high and park them in tight. How about building a hospital that we don't have to pay £12.50 to access?	Yes	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is optimising the use of space that exists within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow flatlet units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the Borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontage, are having residents located within the Borough's centres, ensuring that most people daily needs can be met within a close by their front doors. This has knock on benefits to health, air quality and saving congestion on the Borough's road network. These policies also support us to high street and town centre uses that emerge in the future to help maintain their vitality and distinction.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of homes to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>	
Catherine Coleman				S449 - Sainsbury's Hall Lane	No	Response	No	<p>Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/night, additional demand for parking. Consultation is flawed as no walkable/pedestrian meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.</p>	Build homes to the height of existing buildings and provide healthcare and education facilities etc.	No	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p> <p>This response is noted.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied in the examination that the Local Plan meets the four soundness tests which are:          - Positively Prepared          - This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.          - Justified          - This means that the Local Plan should be based on a robust and credible evidence base involving:          - Research that reflects the choices made in the plan are backed up by facts.          - Evidence of participation of the local community and others having a stake in the area, and          - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.          - Effective          - This means the Local Plan should be deliverable, requiring evidence of:          - Spatial infrastructure delivery planning.          - Having no regulatory or national planning barriers to delivery;          - High quality design aligned to local and          - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</p>	
Terry Miles				S449 - Sainsbury's Hall Lane	No	Response	No	<p>1. Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the area objectively assessed needs, and is informed by agreement with other authorities, so that current need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.          "No an NPPF should be seeking to preserve the "local character" of the area residents close to Chingford's High Street Park as the area has a history of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents views are being ignored.          The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 164) states 12,640 new homes over 30 years and LDFP is proposing 27,200 new homes by 2030 - a very significant excess of 15,000 over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why there pressure on local councils to build on every possible space?          Also, the housing target in the London Plan may be altered as the Government has stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.          The majority of the new properties are flats - the Preditents has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that</p>	no one is listening to the residents of Chingford - !!	No	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of homes to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be intermediate and the expected mix of uses. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.</p> <p>In Local Plan Part 1, Policy 7- Designated Heritage Assets: There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to other substantial harm or total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Peter Saunders				S449- Sainbury's Hall Lane	No	Response	No	In theory I agree with the plan my concern is the number of residential units being put in the area where the road and traffic structure is already at capacity with long queues of traffic and journeys taking longer than they used to, and how this will impact on other resources ie access to NHS GP and dentist.	I would not know what would make the plan legally compliant and sound as I am not qualified to give this advice.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and healthcare facilities.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified This means that the Local Plan should be based on a robust and credible evidence base involving: Research/ fact finding, the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p>Effective This means the Local Plan should be deliverable, requiring evidence of: Affordable infrastructure delivery plan.</p>
Karen Williams				S449- Sainbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight and sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, infrastructure	Build homes to height of existing buildings, provide parking, healthcare, education, infrastructure	No	-	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified This means that the Local Plan should be based on a robust and credible evidence base involving: Research/ fact finding, the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p>Effective This means the Local Plan should be deliverable, requiring evidence of: Affordable infrastructure delivery plan. Sound infrastructure delivery planning. Mitigation or regulatory or rational planning barriers to delivery. Delivery partners who are signed up to it, and Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as loss of funding for major projects proposals, although it is important that policies are flexible, the DPO should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
Maria Broom				S449- Sainbury's Hall Lane	No	No	No	Yet again the use of wording doesn't make sense to me! All I know is there is far, far too much proposed redevelopment in all areas of Chingford. Five of these sites will not benefit this area. Now about a mix instead of a few houses instead of high rise, I didn't work in the past and in years to come will be the same as the old Chingford residents. I remember I lived and you mixed your life in the under ground car park, but oh, you're not giving parking spaces. Banish idea. Why not build out of London with new schools, doctors and dentists. Stop cramming more in an already crowded and overcrowded town. Focus on making what we have better, clearing the street more, fixing bad roads, clean up the rough areas. Put adverts encouraging people to look after their properties and roads and keep Britain tidy. I want to start living Chingford again but it's hard as so many areas are neglected. Stop adding to the overcrowding. We need nice shops but the rent is too high. Oh my I could go on and on and.....	As above please. Your wording is for solicitors and the like, not me. I oppose all these massive flats with banery any parking. People will have cars and will add to street congestion. I sat in my house, we all need them for various reasons, we park 2 on the drive and one out the front, not causing any more congestion. Families need cars. Cycling is not an option for any of us. If 40 cycles I worry my bike will be pinched as there are so many scumbags here. If you're going to build, put no more than 2 or 3 floors maximum and give them parking too. Stop the developers drinking money, money money. I wanted to grow old in Chingford but at this rate it's be off in years as I won't recognise this town.	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Valen Bjarte				S449- Sainbury's Hall Lane	No	No	No	The plan is seeking to build significantly more homes than required by the London Plan. To achieve that higher number, the form of development (high rise) is significantly out of keeping with the existing character of the area and will cause "chaos" (in planning terms) to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents. These proposed developments cannot be delivered with policy compliant levels of affordable housing. Without parking these proposed developments will disadvantage older people. The Consultation is flawed as non online residents have not had a chance to comment as they received no leaflets advising of the plans. There has been no public meeting.	I DONT WANT THIS SITE DEVELOPED AT ALL. we will lose sainbury's while its being built, which is a shame for older and disabled local residents who cannot travel, should our needs be ignored, then any building would have to be a -no high rise, no overlooking/over-shading existing homes, provide parking for ALL new residents, plus replace the existing shoppers car park for everyone to use. ITS THE ONLY CAR PARK IN SOUTH CHINGFORD.	No	we all want to be involved, this is our life!	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>This response is noted.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and healthcare facilities. The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unapproved or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Susan Marsh				S449-Sambury's Hall Lane	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/twilight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only one line zoom meeting. Shortage of doctors, hospitals, dentists, shops etc.	Build homes to height of existing buildings, provide parking, healthcare, education etc.	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/twilight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Susan Marsh				S449-Sambury's Hall Lane	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/twilight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only one line zoom meeting. Shortage of doctors, hospitals, dentists, shops etc.	Build homes to height of existing buildings, provide parking, healthcare, education etc.	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/twilight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Mike Chimes				S449-Sambury's Hall Lane	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with rules that are not transparent to consultees. Consultation on the site allocation SP2 element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (L1) for 2020-2026. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been cancelled by political point scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had difficulty low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from L1 and what has been stated at consultation meetings a major driver for the reorientation of development across the borough has been a housing target of c. 1000 homes a year. While EWFF has a large target of 60000, and central government guidance is driving all local authorities to ensure they develop affordable sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More information is needed on how the plan will meet the need for affordable housing.	Some consultation on CP2 sites has taken place, but many of these sites are individual sites in larger retail or industrial centres where a holistic approach would make sense, both to residents and other stakeholders, and to planners. Masterplans have started to appear, for some areas has South Chingford; Highams Park has its own plan, but looking at the North of the Borough surely this should be done for Station Road, and by extending the North Circular Corridor to the north and east. In some cases such a masterplan approach would ensure a better understanding of an area's character and distinctiveness, which may be totally missed in consideration of an individual site. It is suggested that until master plans are developed, through consultation, for the main centres identified in L1 as major consultation on individual sites is paused. With reference to site S449 the chief driver in build point order is to provide 30 homes. It is unclear how that many homes can be provided in this site with the other proposed ones. One choice might be to build high but research eg LCL (2017) High rise buildings energy and density has demonstrated above 6 storey energy use increases difficult to reconcile with the Borough's green policies. A taller building on this site (apparently not proposed according to the planning plans) would overlook gardens on two sides and potentially negatively impact their character. It is suggested that there could be enhanced cycle and pedestrian connectivity, yet the site already benefits from a wide pavement, which could only be compromised by cycle provision. It is suggested the site would continue to provide town centre parking and retail use yet also accommodate community uses and housing. Such multi-use would surely offset the loss of the retail centre, or disabled access to any community facilities/ parking. Loss of the Sambury retail unit for an extended period would have a negative impact on a key anchor for this retail centre and its value as a business hub.	No	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared. This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified. This means that the Local Plan should be based on a robust and credible evidence base including: -Market/Fair Finding: the choices made in the plan are based up by facts. Evidence and participation of the local community and others having a stake in the area, and the Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective. This means the Local Plan should be deliverable, requiring evidence of: -How infrastructure delivery planning; -Mapping or regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it, and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should include who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Boroughs, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
Monica Di Natale				S449-Sambury's Hall Lane	No	No	No	Proposed development cannot be delivered with policy compliant levels of affordable housing. Building new high rise building means loss of privacy, daylight/twilight. More demand for parking, as plan does not consider more parking spaces, there will be more people but no more services, medical centres, schools, dentists, hospitals already stretched as they are. Moreover plan is not being properly advertised to the public. We only found out through a leaflet dropped at our door.	Build new homes, no high rise buildings, already there are too many in Chingford. Provide more parking spaces, more medical centres, schools, educational services. The few medical centres we see are so stretched they no longer see patients who they used to. Public services in Chingford would have worsened over the past few years.	Yes	Would like to find out personally what the Council plans to	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/twilight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S449-Sansbury's Hall Lane	No	No	No	Does not take needs of local residents into account. Chingford Mount needs a local easily accessible supermarket and parking facilities. All ages need to be considered not just young families. Waltham Forest is being over-developed. Not only will we lose the character of the place but it will become an unpleasant place to live with the ever increasing demand on infrastructure. Noise nuisance, fly tipping, congestion & anti social behaviour will escalate.				<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy elevation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Anthony G Thorne LLP				S449-Sansbury's Hall Lane	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>18(1) A local planning authority must</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	Based on the personal knowledge of the location and the problems associated with recent developments (do not believe the plan to be sound). Currently Chingford suffers from a major problem with emissions from the Emerton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LLEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. But the rest of the area will also be subject to these increases and the proposed upset the natural air flows possibly result in pockets with even higher concentrations. Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the matters listed above.		Because there are too many unanswered q's	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Anthony G Thorne LLP				S449-Sansbury's Hall Lane	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>18(1) A local planning authority must</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	Based on the personal knowledge of the location and the problems associated with recent developments (do not believe the plan to be sound). Currently Chingford suffers from a major problem with emissions from the Emerton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LLEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. But the rest of the area will also be subject to these increases and the proposed upset the natural air flows possibly result in pockets with even higher concentrations. Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the matters listed above.	Yes	Because there are too many unanswered q's	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy elevation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through a s.136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
David Hill				S449-Sansbury's Hall Lane	No Response	No Response	No Response	<p>It is quite clear that by using such legal terms instead of "simple English" that you do not expect the "average" person to respond to your question Chingford Mount has a high percentage of ELDERLY persons who have no idea what you are trying to tell us and therefore will not bother to respond to your questions. What we need is GOOD LOCAL SHOPS which do not require us to rely on having a car and which are easily accessible to the elderly and disabled persons.</p>	PLEASE give us a clue what you are proposing in simple English so we can understand what it is you intend to do. The current Sansbury serves to provide the needs of those who find it difficult (or impossible) to drive to the shop area at all - without Chingford Mount does not have a heart.	Yes		<p>This response is noted.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>In order for a Local Plan Document to be adopted, it will be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four conditions which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <p>Research/Evidence: the choices made in the plan are backed up by facts.</p> <p>Evidence of participation of the local community and others having a stake in the area; and</p> <p>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Having no regulatory or national planning barriers to delivery;</li> <li>Delivery partners who are signed up to; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to monitor.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p>
										No		Consistent with National Planning Framework and relevant Government Policies, this Local Plan does

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Janet Bloomfield				S449-Sainsbury's Hall Lane	No	No	No	No	The proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing. There are no parking provisions, which will disadvantage older, and disabled people. The plan includes the building of more homes than required by the London Plan and would increase the demand for parking. There would be an increased need for doctors, dentists and school places. Any new homes should be built to the height of existing buildings. There should be parking spaces provided with new building. Consultation has not included leaflets or public meetings (except on Zoom) to advise residents of the proposals.	Provide policy compliant levels of affordable housing. Build no more homes than required by the London Plan. Supply information of the proposals to all of the borough's residents. Hold public meetings to discuss the proposals. Build homes of the same height as existing buildings. Provide parking to accommodate the additional residents. Provide additional local healthcare and schooling.		-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020). There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The allocations require affordable housing in line with the policy approach set out in Local Plan 1. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites to 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 42,000 homes per year across London. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Alison Thompson				S449-Sainsbury's Hall Lane	No	No	No	No	The Local Plan we've to comment doesn't seem to have been set out with any clarity or specifics here. The inspection cannot reply to the 3 questions above, as how from the info supplied can we know what the local plan is, or know what the legalities involved are or the duties for compliance? More importantly for the people being asked to respond to these "plans", is where are the details? It's all very vague. Points of concern are: to fit 90 new homes in above the existing retail and parking space will mean building shoebox homes that no one wants to live in, and building too high to be out of keeping with the surrounding homes, casting shade, loss of privacy making the area less desirable overall. Cycle provision down Hill Lane will cause problems where the road bends outside the old library, many accidents already occur here. Parking space is already limited, more homes will exacerbate issues especially with provision. No real attempt to consult with the population to be affected directly to these plans. Zoom meeting over busy times period doesn't count as consultation to me. Letters with clear details of plans by all, so those not online can be aware and make comment within a generous timeframe would be fair.	Consult the population by post giving a generous timeframe for response, go door to door, make plans much clearer, ask questions the population can actually answer rather than ask about whether we think legal compliance etc. is met, we aren't solicitors so can't answer, and shouldn't have been asked these questions. We want plans that take in keeping with the area that won't infringe on any residents existing happiness with the area, there's no point spending money to build homes no one wants to live in, make people in surrounding streets want to move away and devalue their homes and makes people not want to travel here to spend money in the shops because the area is unappealing due to high risks, and poorly accessible with all traffic forced through the one busy junction of Chingford Mount, and no parking.	No	I've only said yes so I can say the question you ask makes sense to the inspection, so why ask it. I've no idea about an examination hearing session.	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: -Market/Fair findings, the choices made in the plan are based up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals will ensure that the social, environmental, economic and resource use through of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Planning or regulatory or national planning barriers to delivery; -Delivery partners who are signed up to it; and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. -The Local Plan should include who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process. The Duty to Cooperate which demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.
Ian McGill				S449-Sainsbury's Hall Lane	No	No	No	No	I feel that the Site Allocation Consultation is not legally compliant, not sound and does not comply with the duty to co-operate. This letter is in strong opposition to the proposed developments around Chingford Mount at Sainsbury's Hall Lane, Albert Corner and the former South Chingford Library Sites. To achieve the number of homes planned to be built on these sites, the only way of fitting them in each area would be to go up in the air with High Rise! This form of housing is totally out of keeping with the existing character of the area and will cause "harm" to existing residents who will suffer the consequences of over-building, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents. Without parking for the residents of these proposed developments this will cause massive parking wars in already very limited street parking around residential Chingford Mount and would disadvantage other people. If the 90 homes at Sainsbury's Hall Lane are built then residents of Albert Avenue which backs on to Sainsbury's in Hall Lane will be very affected. By building 90 flats on this site, obviously several of five plus storeys, would completely destroy residents' way of life. Sitting in the garden would be a thing of agony not pleasure as it is now. An important thing to consider is that Albert Avenue, which backs on to Sainsbury's in Hall Lane, is shown in the Draft Chingford Mount Town Centre Framework as Orchard Close. This is incorrect and could confuse a planning officer unaware of the streets in the area.	Please only build homes to the height of existing buildings and no higher and also provide parking for any new residents. Infrastructure should be provided for any new flats as trying to get a doctor's/dentist appointment is extremely difficult. With so many new homes our local hospitals, schools and nurseries will be massively impacted, making things even worse for existing residents. We also do not want to lose our existing supermarkets and certainly do not want them to be replaced by smaller ones.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. Through the evidence published in the Characterisation and Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development new infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and land to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that an undermine cycling, walking and public transport use. The site allocation requires that commercial floorspace is provided as part of new development.
R Stoddart Esq				S449-Sainsbury's Hall Lane	No	No	No	No	My house is at the back of the Sainsbury's site and I will lose all my privacy as I will be overlooked by the flats. There will be loss of light to my garden and too more noise. The flat 5 plus storeys is too high. In addition, if you are not providing parking for these flats what will people park? All the local roads are full and congested already and this will only lead to a gridlock at the Mount. I am very unhappy with these proposals and feel all the noise and disruption would adversely affect my mental health.	Obviously I would prefer not to have any changes. I do not want the noise or disruption and feel this would adversely affect my mental health.	No	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020). Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development new infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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Mark Knowles				S449-Sainsbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered as policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overburdened, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no half/half/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide adequate parking, healthcare, education etc.		We need to know what is planned as we may believe it to be unsuitable and need changes made.	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Gary Bagley				S449-Sainsbury's Hall Lane	No	No	No	Proposal is out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing. There is no parking provision and it will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overburdened, with a loss of privacy, daylight/sunlight, plus there will be an additional demand for parking. The consultation is flawed, as no half/half/public meeting to advise residents, only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings only, provide parking, healthcare, education, etc.	Yes		<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services and healthcare facilities.</p>
Conservative Councillors (General)				S449-Sainsbury's Hall Lane				S449 - Sainsbury and Hall Lane Car Park - We do not support the designation of this site as "Transformational". It does not meet the criteria for this designation in the IDP policies. The greater reception exercise has raised immense local concerns, especially from adjacent residents who fear a significant loss of privacy. We also do not believe that the designation is effective as it is unlikely to be viable taking account of the need to protect existing residents amenity, replace a well-used town centre car park and meet the Council's policy of providing 50% affordable housing, alongside buying out the embedded value of the existing supermarket.		No		<p>S449 is not identified as Transformational. All consultation responses to the Chingford Mount Area Framework will be taken into account as Local Plan Part 2 is further reviewed.</p> <p>The two part Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. It also expects new development to be car-free in order to create safer places and improve air quality, unless it can be demonstrated through a robust Transport Assessment that additional car parking is required. Any additional car parking would have to comply with London Plan standards. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion and parking problems as well as significantly improving air quality.</p> <p>S449 requires retained or reconfigured retail and town centre uses, the exploration of potential for new community facilities and co-location of nearby service provision, and active ground floors and visible street frontages that contributes to high street and act as an eastern gateway to the town centre.</p> <p>All submitted planning applications that do not meet the London Plan "fast track" definition are subject to viability review, which the Council has independently assessed.</p>
Carole Redhead				S449-Sainsbury's Hall Lane	No	No	No	Creating housing without stating how many GP surgeries, schools, free parking, estimated pollution levels. Expansion of roads (Chingford Road) already resembles a car park most days. You cannot continue to add housing without infer structures.	More detail and less housing			<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of benefit for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car reduced. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Michael Ward				S449-Sainsbury's Hall Lane				A 5 storey development on the Chingford Sainsbury's site will be an eyesore. Furthermore, the area could not cope with the additional traffic, parking, schools requirements etc. A lower storey building would be more acceptable and more serene.		No		<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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Mary Kelly				S449-Sainsbury's Hall Lane	No	No	No	The proposed developments would be out of keeping with the area and seek to build more homes than required by the London Plan. Existing residents will be overlooked with loss of privacy, overlooking, additional demand for parking unless additional specific parking area for new development is supplied. This will also cause a shortage of doctors, dentists, schools, hospitals etc. Furthermore, we received no letters or notification - only information from the local residents.	Build homes to the height of the existing buildings in the area, provide sufficient and suitable residential parking, healthcare provision, schools, and community facilities that are suitable and accessible, in particular for the elderly and those with disabilities.		-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Stephen Tyler				S449-Sainsbury's Hall Lane	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/nightlight, additional demand for parking. Consultation flawed as no letters/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc		-	<p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Ligham Heale				S449-Sainsbury's Hall Lane	No	No	No	Proposed plan is not in keeping with low storey housing in place. This will affect people's rights to privacy, light etc. No parking provisions in place leading to traffic having an impact on carbon emissions/environmental issues. No enough doctors, schools, local provisions in place or redevelopment of community services.	Low storey homes, a 2/3 floors at most, parking provisions, increase in school places and doctors. More community spaces added in a community hall for groups.	No	So far consultation has been open existent	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Mustafa Kurhudo				S449-Sainsbury's Hall Lane	No	No	No	The proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy with an additional demand for parking. Consultation is flawed as no letters/public meetings to advise residents. Shortage of doctors, dentists etc.		Yes	Because these policies have been conducted in health, with minimal insight given to local residents	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>

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Ferose Fazalaly				S449- Sainsbury's Hall Lane	No	No	No	Proposed development would be out of keeping with the historical area, and they cannot be delivered with the policy compliant level of affordable, along with no additional parking provision in place, which will disadvantage the older residence. The plan seeks to build more homes than set out by the London Planning Commission. Existing residents will be disadvantaged, loss of privacy, daylight/sunlight and the impact on the residential parking has also not been taken into account. The Consultation has been flawed as no feedback has been distributed by the council and no public meeting has been arranged to advise residence of the proposal, which a Zoom meeting doesn't count as many residences were not aware of and some cannot have been able to join, even if they've known. The increase of people and families in the small area will increase the pressure on the doctors, hospital, dentists, schools etc, which are already under increasing pressure, including the transport infrastructure in the area, in turn will increase pollution and affect the older residence and children with respiratory conditions	Build affordable homes which are in line with the surroundings that do not overlook or impose on the existing residence. Provide additional parking facilities, along with restructuring the transport links to and from Chingford Mount. The Healthcare and Education will also need to be increased to cope with the influx of new residents. The services (downwags) will also need upgrading, as well as the gas and electricity supply.		Need to understand the reasoning behind the council's objections to this evidence proposal and suggestion	In Local Plan Part 1, Policy T2: Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  This response is noted.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Emily B				S449- Sainsbury's Hall Lane	Yes	No	No	Hill Lane and Chingford Mount Road are already severely congested with traffic. Add to this the new supermarket coming to Cork Tree retail unit and the area will be even more gridlocked. Adding more homes to an already congested area will only add to the existing traffic problems. Older residents also rely on this Sainsbury's - many of them travel there by foot. If this is the area you are elevating a large part of the community, cutting them off. Not all of them have access to a car or could walk as far as Cork Tree when the new supermarket is there. The area needs a cove on ASB, and better shops. Not more homes!!	Keep Sainsbury's and build the homes elsewhere. If you go ahead with this, and plans for Cork Tree and New Road near the Harvester you are basically telling people it's not worth leaving their homes as the area will be a nightmare.	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Walkway Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Lai Azubila				S449- Sainsbury's Hall Lane	No	No	No	This letter is in strong opposition, specifically but not exclusively, to LBWV's 4 proposed development sites around Chingford Mount.  Namely: 1. Up to 90 new homes on Sainsbury and Council car park. 2. Up to 90 new homes on Albert Courtyard. 3. Up to 25 new homes on former South Chingford Library. 4. Up to 280 new homes on Larkwood Leisure Centre & Nursery site.  Whilst we are not totally against development, progress and more homes in the area, these should not compromise other established residents. The proposed developments would be out of keeping with the surroundings. Also this cannot be delivered with policy compliant levels of affordable housing.  If these flats are to be built they should be no more than 3 storeys. Any higher would be out of character with the area and would definitely disadvantage existing residents, whose properties will be overlooked.  Parking for cars has already reached a desperate level in Chingford despite many households being forced into forsaking their front gardens and going to the expense of paying for a drop kerb driveway.  Any new builds in the area must therefore provide suitable parking for these new dwellings. To not provide this facility will, without doubt, cause massive parking wars with the already very limited street parking around residential Chingford Mount.  Whilst we appreciate reducing car ownership is something London is eager to achieve, many of the older residents around Chingford Mount may not be able to access cars with their own, and as a result, many of the older residents will be disadvantaged if they are unable to access the services of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and landscapes. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially overused) and schools provision.  It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising if it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	Build to a max 3 storeys Provide car parking for new dwellings Provide infrastructure to accommodate expanded population	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Paul Willard				S449- Sainsbury's Hall Lane	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and landscapes. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially overused) and schools provision.  It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising if it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a lower density to reduce the additional stress on services. A public consultation of a far higher standard than that proposed should also be undertaken.		-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

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Valen Ejarne				S449-Sainsbury's Hall Lane	No	No	No	my flat and garden will be completely overshadowed by flats.... blocking out my light and invading my privacy if this goes ahead please reconsider thank you x	no high rise please. It is not in keeping with the area and will totally overshadow surrounding properties	No	we all want to be involved... this is our life!	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts. From overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Sobhan Homay				S449-Sainsbury's Hall Lane	No Response	No	No	Traffic in this area is already too high and this will increase congestion, delaying public transport. Also the supermarket serves numerous elderly people who still walk to the shops daily.	Clean up the car park, put in more lights and reduce the parking charges to ensure people use it to shop locally. We need to save our high street, not obliterate it.	No	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Victoria Johstone				S449-Sainsbury's Hall Lane	No	No	No	The word 'explore is worrying as it seems to mean have a look at these options and 'when costs come back too high ignore and build without any address to ecological implications. The housing will be too densely populated with yet again no open space, highly polluted from the main roads less than 200 metres away - probably illegal air pollution levels for children and families. Causing birth defects, stunted growth and lung defects. Reconsider		No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,664 new homes (1,266 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>
David Bacon				S449-Sainsbury's Hall Lane	No	No	No	These developments are not in keeping with the area. There are no parking provisions in an already built up area. Existing residents will be overlooked. Consultation flawed - no leafletting or media to discuss. Very underhanded within the letters of the law. Shortage of doctors hospitals and schools. Our child get near 4th choice school. Not good enough		-	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council 311 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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Terecewoulser				S449-Sainsbury's Hall Lane	No	No	No	A total lack of public consultation, the planning appears to be flawed with no thought given to local facilities lacking medical provision, educational facilities, parking etc. It goes against the character of the area.	Any new build should retain the character of the local area, and not put additional pressure on local facilities.		Residents need to be involved	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Guy O'Neill				S449-Sainsbury's Hall Lane	No	No	No	Where is parking for 90 flats to be allocated as most households have two or more vehicles?	Please give me an example why 90 plus flats need to be built in hall lane (increasingly adding cost and building something that doesn't fit in to the existing surroundings?)	Yes	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Y Ade				S449-Sainsbury's Hall Lane	No	No	No	No proper consultation with local residents. Proposal not in keeping with visual amenity. Local residents will be overlooked. Pressure on local amenities. Too many homes without adequate infrastructure.	Ensure proper consultation with local residents. If have to build at all on this site, reduce number of homes, built to existing height (no more than 1 storey), ensure supporting facilities and infrastructure.	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Karen Muggill				S449-Sainsbury's Hall Lane	No	No	No	I strongly object to your plans for the area in which I have lived all my life. By building high rise flats and putting people in little boxes you are increasing the number of people in the area but by making our local supermarket, Sainsbury's (Hall Lane) and Iceland and Superdrug (Albert Centre), much smaller, you will reduce the reason for people coming to shop in the area. In fact, people will shop elsewhere and it will just become a massive housing estate without parking facilities and without a decent sized supermarket. Obviously, without parking for new residents, the area will get even more congested and residents will avoid the area and shop elsewhere. They would probably shop at larger stores at Tesco in Highams Park, Morrison or Sainsbury's (at the Billes). Obviously this would cause more traffic, pollution, congestion and use of petrol/electricity. This goes against the Council's policy of becoming more green. Unfortunately people will be unable to take their weekly shopping home on a bike along new cycle lane. Without these decent shops all other shops will start to fail and close up and Chingford will no longer be a good shopping area. To regenerate an area and make it more appealing, we need some good shops giving people a reason to come to the area. Perhaps the Council could reduce business rates. We also need ample parking, not less. We need more parking for shoppers to make it easy for them to park. The current car park is dark, run down and expensive. We need a good car park, well maintained with sensible size spaces to park in, not tiny ones as are the existing ones. The angle of these spaces could also be changed to make it easier to access. Sensible two storey homes with parking provision is obviously a good thing but certainly not high rise flats, overlooking residents' need door to them. I	Provide ample parking for shoppers and any new residents. Encourage new shops to the area by providing more free parking and lower business rates. Keep any new flats to same height as existing buildings. Chingford would then thrive. By clicking with your plan, Chingford shops will close up and it will just be a huge housing estate with some/convenience shops which cost the earth.	No	-	<p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Rosemary Langlands				S449-Sainsbury's Hall Lane	No	No	No	The proposals are completely out of keeping with the area, high rise blocks were demolished as they failed to provide decent homes for families, so why put up more. A high rise block does not consider the privacy of the residents, the quality of life of the residents, the value of the properties, the access to light and sunshine for the properties and residents, the mental and physical health of the residents of Albert Ave. In addition there are underground streams and at least one underground river in the vicinity. Local residents are further alienated residents of the borough need the large Sainsbury's, it provides goods that are not available anywhere else in the area of the Mount. It attracts shoppers to the area which supports the smaller retail outlets.	The area needs to be kept as it is NOT to become an area like Blackhorse Road and be surrounded by high rise blocks. This is a semi rural suburb of London NOT a part of New York or Canary Wharf.	-	-	The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The site allocation requires that commercial floorspace is provided as part of new development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Susan Reynolds				S449-Sainsbury's Hall Lane	No	No	No	Oversdevelopment	Smaller build	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of revenue to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Lloyd Parkinson				S449-Sainsbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	No	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the addition of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Alan Crowhurst				S449-Sainsbury's Hall Lane	No	No	No	Proposed development would be totally out of keeping with the area, they cannot be legally compliant. Existing residents will be over looked, loss of privacy, daylight / sunlight issues, and a massive additional demand for parking, doctors, dentists, hospitals and schools.	Build to existing height of buildings and provide ample parking.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, encroachment, loss of privacy and loss of daylight/sunlight.
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Zahra Kabeem				S449-Sambury's Hall Lane	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/nightlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	Consider building homes to height of existing buildings to be necessary consider the provision of more parking to be necessary; the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.		As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me by way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
L Stephens				S449-Sambury's Hall Lane	No	No	No	This is one of the only good shops left at Chingford mount. The area is run down, neglected and antisocial behaviour is worse than ever. We need more good shops. I don't mind more housing but it should be around good shops (not over the top of them) or on neglected lands/shops. Getting rid of this will only lead to more congestion at the A416 roundabout. You're not considering local people - especially the elderly/vulnerable who often might not drive any more, or those for which a giant supermarket might be overwhelming. There are other ways to build other than squashing Sambury.				The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Streets, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Terry Milnes				S449-Sambury's Hall Lane	No	No	No	What does "Explore" mean! This language seems to have no legal standing. Not all residents who will be affected have been effectively consulted. Where are the elderly supposed to shop if we lose Sambury?	Firm legally binding language- not woolly "explore" which means nothing! Elderly residents need local shops/supermarkets that they can walk to. Infrastructure such as Doctors, Dentists, Schools, Nurseries, sewage, water supply needs to be detailed.		no one is listening to the residents of Chingford-!!	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Dieme Opel				S449-Sambury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/nightlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc	build homes to height of existing buildings, provide parking, healthcare, education, etc.		Everything should be open for the public to participate in	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/2. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,811 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.

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Catherine Coleman				S449-Sainsbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan aims to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.	Build homes to the height of existing buildings and provide parking, healthcare and education facilities etc.	-	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p><b>Positively Prepared</b> This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p><b>Justified</b> This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding: the choices made in the plan are based on by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p><b>Effective</b> This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barriers to delivery; - <a href="https://www.communities.gov.uk/planning">https://www.communities.gov.uk/planning</a></p>
				S449-Sainsbury's Hall Lane	Yes	Yes	Yes			No	-	This response is noted.
-				S449-Sainsbury's Hall Lane	No	No	No	I know nothing about these plans until I received a letter from an action group. I am not on facebook or zoom so I know nothing about any of this. I know I am not the only one to be in this position and so should you!	I receive emails from the council leader each week and think that this could be incorporated as a section in this.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Janette Anne Tyler				S449-Sainsbury's Hall Lane	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As a response to the spike in the number of Covid-19 cases at the time, it was decided for the safety of our residents and officers to hold the engagement meetings online.</p>
Mrs Malaine Benfield				S449-Sainsbury's Hall Lane	No	No	No	This is the only car park in Chingford Mount for shoppers. Where else do you expect them to park if you take the car park away? Where will these new residents park? Will there be parking spaces for them or will they be taking spaces in the roads around, which are already full of cars? If you build 50 more homes this will have a huge impact on the provision of doctors, schools, dentists, hospitals etc for people who already live in the area. Are you going to provide more of these? I don't think so. I live in Chingford Mount and had no idea that this was being planned. Why didn't I receive leaflets through my door advising me this was going ahead? Are you covering this up because you know no one wants this? How tall is this thing going to be? It should not be taller than the building that is already there because if it is, it will interfere with the local residents privacy and light as they will be overlooked.	If you insist on proceeding with this plan you need to provide a car park for shoppers, parking for the new residents, ensure the building is limited to the current height and provide healthcare and schools.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Nicola Dixie				S449-Sainsbury's Hall Lane	No	Response	No	No	Please for once listen to your residents! We do not want Chingford built up and over populated like what has happened in Walthamstow. Sainsbury's is key to the local community and the only available source of parking for most residents and many of my elderly and disabled relatives. Why take this away?	Just leave it alone and dont make life harder for your most vulnerable residents	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Isobel Mara				S449-Sainsbury's Hall Lane	No	No	No	No	Infringes public space and clean air	as above	No	-	In April 2023, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-repelled. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a positive measure. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
-				S449-Sainsbury's Hall Lane	No	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only online Zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Lee Ashtola				S449-Sainsbury's Hall Lane	No	No	No	No			-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher densities in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Aufreem Khambhar				S449-Sainsbury's Hall Lane	No	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overwhelmed, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting.  There is a shortage of doctors, hospitals, dentists, schools in the area and this would create overburden an area which has had its resources stretched to the limit.	consider building homes to height of existing buildings; to be necessary consider the provision of more parking to be necessary; the provision of more healthcare, education and public services to be necessary for the plan to be compliant and sound.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
Timothy Boyle				S449-Sainsbury's Hall Lane	No	No	No	No	Like all Urban proposed development in this area which is all linked in purpose to provide as much housing as possible without out taking into account the area is much loved and Suburban with limited transport links to London Tube Network. The building proposed as wholly inappropriate. Public Transport would be badly affected as the bus terminus is planned to be removed to provide more and This will make life difficult for the neighbourhood without access via Cherydown Ave.	-	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mark Fookes				S449-Sainsbury's Hall Lane	No	No	No	It seems ridiculous to try and build even more homes and impact local amenities in an area that's already busy. My family is already having to travel into more expensive travel zones to go back on groceries as it takes three times as long to get to Watlington via Chisford Mount now. This will only make things worse. Not sure what the overall ambition is. Is the hope longer term residents will gradually move out of the area?	Avoid building even more homes until additional local infrastructure is put in place.	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Anthony G Thorne Lip				S449-Sainsbury's Hall Lane	No	No	No	The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 31(1). 18.(1) A local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are: (a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound. Currently Chisford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LAUF zone and given the fact of the road widening these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LAUF charge. But the rest of the area will also be subject to these increases and the proposed suggest the natural air flows possibly result in pockets with even higher concentrations. Watlington reveals current population density is far too high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the area to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chisford Hall Estate where the 1967 tower block was removed as there were major problems with all the matters listed above. If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In that it was realised in the 1930's that people needed space and New Towns were built with green spaces, development and infrastructure. This is the SMOG A.	No	Because there are too many unanswered up	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a healthier population, parking problems and improve air quality. Additionally, Watlington Waste and Recycling guidance for the Borough sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevlopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
				S449-Sainsbury's Hall Lane	Yes	Yes	Yes			Yes		This response is noted.
Jill Russell				S449-Sainsbury's Hall Lane	No	No	No	Because I have no idea what 'legally compliant' or 'sound' means in terms of this questionnaire. What exactly is 'an active ground floor and visible street frontage that contributes to high street activity and acts as an access gateway to the town centre'? Please write in a language that the common person can understand (including me).		-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to local Plan consultations have always been welcome either through the online portal or by email and post. In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding: the choices made in the plan are backed up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Having no regulatory or national planning barriers to delivery. -Delivery partners who are signed up to it, and -Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.
				S449-Sainsbury's Hall Lane	No	No	No	It would completely destroy the local village feel of the area and I do not feel there has been enough publicity on these developments. Local residents should have been written to. Many not on social media have no idea what is planned. Local properties will be dominated by this 5 storey development a few metres from their rear boundary with over-looking and attendant loss of privacy. High rise blocks would be very ugly and not in keeping with local buildings, ie houses with gardens and low rise shops.	It would completely destroy the local village feel of the area and I do not feel there has been enough publicity on these developments. Local residents should have been written to. Many not on social media have no idea what is planned. Local properties will be dominated by this 5 storey development a few metres from their rear boundary with over-looking and attendant loss of privacy. High rise blocks would be very ugly and not in keeping with local buildings, ie houses with gardens and low rise shops.	-	-	The Local Plan requires a character-led approach to regeneration, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). This response is noted. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

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SA Sabit				S449-Sainsbury's Hall Lane	No	No	No	90 new homes? no mention of improvement to local services such as overburdened schools, GP services, dentists, over used and inadequate water and sewage systems.	improvement to local services such as schools, GPs, dentists, upgrade water and drainage systems to accommodate new homes, extend the Victoria line from Walthamstow to Chingford Mount.		Fed up of the over population of Chingford Mount without the necessary upgrade to services to support it.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s126 planning obligation.
Jennie Heath				S449-Sainsbury's Hall Lane	No	No	No	This over development. The area does not have the infrastructure to support these homes. A development of this scale, in the area, is not sustainable or conducive to residents		Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Sam				S449-Sainsbury's Hall Lane	No	No	No	This is absolutely embarrassing how can these flats be created without considering the parking issue, the majority of local residents already struggle with parking and their drives being blocked as do I. This is despite a lack of the duty to cooperate you are not considering the needs of the local residents. Furthermore Chingford is already heavily populated this will cause a tremendous amount of unease and stress for the older members of the community.	Do not create these flats without parking, the sainsburys car park is used regularly by customers why deprive them? Why impact the local residents in such a terrible way		-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Jonathan Marino				S449-Sainsbury's Hall Lane	No Response	No	No Response	I do not know what the duty to cooperate means	There are too many new homes to be built, perhaps reduce the number to 30? 50 homes will cause pressure on local facilities such as GP surgeries, traffic congestion etc		So I can hear in detail what the plans for all these changes are	This response is noted.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Duty-to-Cooperate which demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.
Harry White				S449-Sainsbury's Hall Lane	No	No	No			Yes	-	This response is noted.
-				S449-Sainsbury's Hall Lane	No Response	No	No	DON'T BUILD MORE HOMES AND CLOG UP CHINGFORD AS YOU HAVE WALTHAMSTOW WITH MULTIPLE TOWER BLOCKS AS YOU DON'T BUILD NEW SCHOOLS OR DOCTORS SURVIVES TO LIFE WITH MORE DEMAND AS WELL. WALTHAM FOREST IS OVER POPULATED NOW. AND WHAT ABOUT THE HALF BUILT FLATS NEAR HIGHAM STATION AVENUE THAT HAVE STOOD USE FOR ABOUT 3 YEARS NOW		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.

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Samantha Johnson				S449-Sainsbury's Hall Lane	No	No	No	It would be out keeping within the area. Not enough schools, doctors, healthcare education, dentists etc, nothing shown to the public as in not enough information.		No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Stephen Tyler				S449-Sainsbury's Hall Lane	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctor, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Baatrice Di Michele				S449-Sainsbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospital, dentists, schools etc.	Build homes to height of existing buildings, provide parking, healthcare, education etc.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
-				S449-Sainsbury's Hall Lane	No	No	No	proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists schools etc.	Build home to height of existing buildings, provide parking, healthcare, education etc.	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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Karen Nash				S449-Sainsbury's Hall Lane	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/night, additional demand for parking. Consultation flawed as no public/judicial meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.		-	<p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This response is noted.</p>
Valen Ejaru				S449-Sainsbury's Hall Lane	No	No	No	Any regeneration should be at exactly the same height as it is now otherwise it will invade privacy and cause a lack of daylight and damp problems	as above	No	we all want to be involved... this is our life!	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
-				S449-Sainsbury's Hall Lane	No	No	No	No allocated parking, we already currently have issues with vehicles either parking on our drive or crossed across it. Proposed high rise to facilitate housing, this will block natural sunlight into my property. At times when the street lights are faulty, the street becomes a very dark and grimy place. Imagine if this tall structure is built, the entire wall permeability by a darker area.	To build should only remain like for like in height and build. Parking is 100% needed to reflect each and every flat including any shop built parking requirements.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/night.</p>
Jennie Heath				S449-Sainsbury's Hall Lane	No	No	No	This is a gross over development of the plot. That does not take into the infrastructure, amenities or character of the area for both existing and future residents.	Modify the current building keeping development within the current foot print and a max two stories	-	-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Valen Ejarne				S449-Sainsbury's Hall Lane	No	No	No	We are not planning experts or know all the 'larger'... we just know that a monolithic building, overlooking existing homes and gardens, blocking light and invading privacy cannot be legal or compliant	Height of building would have to be kept to the same height as existing parking provision would need to be maintained, extra schools and GP surgery places would need to be created	No	We all want to be involved... it's our life!	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  This response is noted.
R Mills				S449-Sainsbury's Hall Lane	No	No	No	What exactly are these plans being made? Yes to 100% social and honestly affordable housing (based on local average salaries which will not be in the range of the poorer more affluent M25/suburbs) but no to basically reading land for profit which currently provides essential, valued and much needed amenities. Not in keeping with the local area. Not with concern for church residents at its heart not those employed within the existing business based here.	Retaining current level of height in line with the rest of the area (two storeys). Not withdrawing current business/service provided. Not drawing additional to traffic off the bus turning point further into the neighbouring residential areas.	No	-	There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Mr King				S449-Sainsbury's Hall Lane	No	No	No	You will be depriving the local community, particularly the elderly & disabled who cannot travel to Big supermarkets, of their long standing shops, i.e. Sainsbury's & Iceland. Chingford High Street has already been taken over by nail shops, Barba's, coffee bars etc. We NEED these two supermarkets, we haven't the room for more flats, parking is already a nightmare in surrounding roads.	More people moving into Chingford - where are the social facilities to accommodate them?	No	I think all residents in the Area should be allowed to have access to what the council are proposing & have their say.	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Clifford Gray				S449-Sainsbury's Hall Lane	No					Yes	I do not agree with the proposed plan as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.

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Les Adzila				S449-Sainsbury's Hall Lane	No	No	No	<p>This letter is in strong opposition, specifically but not exclusively, to LBWF's 4 proposed development sites around Clingford Mount.</p> <p>This letter is in strong opposition, specifically but not exclusively, to LBWF's 4 proposed development sites around Clingford Mount.</p> <p>Homeys:</p> <ol style="list-style-type: none"> <li>1. Up to 90 new homes on Sainsbury and Council car park.</li> <li>2. Up to 90 new homes on Albert Corner.</li> <li>3. Up to 25 new homes on former South Clingford Library.</li> <li>4. Up to 280 new homes on Larkwood Leisure Centre &amp; Nursery site.</li> </ol> <p>Whilst we are not totally against development, progress and more homes in the area, these should not compromise other established residents. The proposed developments would be out of keeping with the surroundings. Also this cannot be delivered with policy compliant levels of affordable housing.</p> <p>If these flats are to be built they should be no more than 3 storeys. Any higher would be out of character with the area and would detract from the character of the area.</p> <p>No consideration given to residents who cannot travel. This supermarket is vital to local people and most can walk to it unlike the larger supermarket locally known as the dog stadium.</p>	<p>Build to a max of 3 storeys</p> <p>Provide ample parking for each dwelling</p> <p>Provide infrastructure for expanded population</p>			<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>
Miss Vignali				S449-Sainsbury's Hall Lane	No	No	No		see above			<p>The site allocation requires that commercial floorspace is provided as part of new development.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use classes that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow Retail Units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres, delivering housing above an active frontage and having residents located within the borough's centres, ensuring that most people daily needs can be met within a closely to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.</p>
Bill Rodney				S449-Sainsbury's Hall Lane	No	No	No	<p>It is increasing population without increasing retail and social infrastructure provision.</p> <p>It is over development.</p> <p>It will increase pressure on car parking spaces causing pressure on surrounding residential areas.</p> <p>You should not be encouraging new development because of embedded carbon contrary to net carbon zero targets.</p>	Comply with local building heights and appropriate street scale.			<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Ian Magill				S449-Sainsbury's Hall Lane	No	No	No	<p>These proposed developments would be out of keeping with the character of the area.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Without parking these proposed developments will disadvantage older people.</p>	<p>These proposed developments would be out of keeping with the character of the area.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Without parking these proposed developments will disadvantage older people.</p>			<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Elizabeth Gordon				S449-Sainsbury's Hall Lane	No	No	No	<p>Where are the local people and especially elderly people going to shop when you demolish Sainsbury's, Hall Lane, and Iceland at The Mount? What are you trying to do to the area? Even before the pandemic it was difficult to see a doctor and what about the local schools, do you intend to build another school? Are your plans to make Clingford into a built-up urban area as Laytonstone and Leyton? I have been a Labour voter all my life but I think you will find that we will cast our votes elsewhere come the next council election.</p>				<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
										Yes		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Sadlers				S449-Sainsbury's Hall Lane	No	No	No	No	Communication and consultation of Residents has been lacking. Landfill distribution poor (badly are not). Potholes in shops minimal and the format of the road is not clear. Close to bus stop. Older more computer literate residents are excluded. High rise buildings will create a feeling of isolation.	The consultation need to start again with a real engagement with local residents and businesses	Yes	The system needs local input	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to the spike in Covid-19 infections around the time of the consultation period, it was decided for the safety of our residents and council officers to hold the engagement meetings as online events. Throughout the consultation period the council was still accepting consultations posts by email and post. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Julie Francis Field				S449-Sainsbury's Hall Lane	No	No	No	No	Overloading an already crowded area with yet more homes whilst failing to provide an infrastructure that can facilitate the arrival of more residents will further destroy an already fragile area. More people yet no extra school places, no extra medical facilities, no extra community facilities (quite the opposite as the Council continues to fail the community library, it is not sustainable).	Develop the area to provide accessible community assets.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
D Nurse				S449-Sainsbury's Hall Lane	No	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with the policy compliant levels of affordable housing. There are no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, loss of daylight/sunlight, additional demand for parking, additional traffic congestion and pollution. The consultation is flawed as there has been no leaflets or public meetings to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools.	Build homes and structures to the height of existing buildings. Developments should be in keeping with the area. Provide necessary parking and amenities. Provide additional services to support developments such as education, transport links, healthcare and education.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Kay Yellor				S449-Sainsbury's Hall Lane	No	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-loaded and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling - doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed - there have been no leaflets or public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents!	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Sawart Newton				S449-Sainsbury's Hall Lane	No	No	No	No	Proposed developments would be out of keeping with the area and they cannot be delivered with policy compliant levels of affordable housing, no parking provisions and this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, suffer loss of privacy, daylight/sunlight, additional demand for parking. The consultation was flawed as no leaflets/public meetings to advise residents, only an online zoom meeting. There will be a shortage of doctors, hospitals, dentists, schools etc already adding the the shortage of these services.	Build homes to the height of existing buildings and provide parking, healthcare, education, etc. to help ease pressure on all of these requirements.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. Due to a spike in Covid-19 cases, it was decided to hold the consultation events online for the safety of our residents and Council Officers. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Senne Heath				S449-Sainsbury's Hall Lane	No	No	No	This is a gross over development of the site.  The consultation process conducted by the Council has been seriously flawed in my view. There appears to have been very little consultation or publicity in hand from proposals to residents and businesses for those areas affected. The "Residents News" has been provided on line and has mentioned the Local Plan occasionally but there has been little reference in the Council's quarterly "Waltham Forward News". As has been pointed out to Cllr Simon Miller, the Portfolio Holder for Regeneration, not everyone is on line and indeed a number of residents have stated that they "have no idea" about these plans which would have a far reaching and in some cases opposing reaction to those affected. Indeed two Chingford residents have had to pay out of their own pocket to distribute leaflets to residents to inform them of the plans and the deadline to respond. This is unacceptable and should have been the Council's responsibility which does appear to show a desire not to publicise effectively and ensure that responses not received are regarded as supportive of the Plan.  With Covid it is accepted that large meetings could not have been held with residents but other ways could have been found. The so called "Tuesday" in the Town Square on 4 December 2021 would have been an ideal opportunity for officers to communicate with residents. It is known that two officers in attendance did not make themselves available to residents for questions and explanation of the proposed Plan and had no identification (bad) and the event can only be viewed as cosmetic in giving out expensive freebies whilst deflecting residents from the importance of providing their views on the Local Plan. It was understood in early January 2022 that the Council were to leaflet residents within 1 mile of Chingford although not most residents have never received this. Again, this oversight is totally unacceptable.  There appears to have been very little effort made by the Council in publicising the Local Plan proposals in the past up to the 228 Chingford Avenue Road. I had some contributions from some, but not from others. My neighbours and I have not received a leaflet informing of these proposals.  Privacy will be affected to others with such high rise residential buildings. Traffic and parking problems will get even worse.  More Pollution.  Not enough school places. My daughter could not get into her local comp 1/2 miles up the road due to catchment having to reduce due to more flats being built and more families moving in.  Not enough doctors/ surgery spaces.	The development limited and the current facilities - shopping and parking retained.  The development should also take into account current residents and not rough-road over oc.			This response is noted.  The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery allocation of congestion, parking problems and improve air quality.  The consultation was carried out in accordance with the regulations in the Town and County Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
Samantha B Law				S449-Sainsbury's Hall Lane	No	No	No	Privacy will be affected to others with such high rise residential buildings. Traffic and parking problems will get even worse.  More Pollution.  Not enough school places. My daughter could not get into her local comp 1/2 miles up the road due to catchment having to reduce due to more flats being built and more families moving in.  Not enough doctors/ surgery spaces.	Make sure our children have adequate education in schools now, well equipped enough for those who reside here now before housing more families that will require spaces in our local schools.  Make sure all local residents are adequately served by our Local NHS amenities and have what they need before housing 100s of other families. Can our local hospital cope with so many more local residents? (Especially as the new hospital is reducing its bed capacity?) (Traffic/parking and pollution); will adding all of these new homes help or hinder these problems??		Because I'd like my opinion to count	This response is noted.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery allocation of congestion, parking problems and improve air quality. Additionally, Waltham Forward Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Patricia Moseley				S449-Sainsbury's Hall Lane	No	No	No	Proposed developments would be out of keeping with the area, they cannot be seen without policy compliant levels of affordable housing provision for parking this will disadvantage older people. The Plan seeks to build more homes than required in the London Plan. Existing residents will be overlooked loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools etc.	Build homes to height of existing buildings, provide parking, healthcare, education etc.	Yes		Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Valen Ejsare				S449-Sainsbury's Hall Lane	No	No	No	These proposed developments would be out of keeping with the character of the area.  These proposed developments cannot be delivered with policy compliant levels of affordable housing.  Without parking these proposed developments will disadvantage older people.  It is not "sound" because the proposed build would place buildings of four or more stories, overlooking rear gardens and as such this would be contrary to policy on privacy and amenity.  There would be a loss of supermarket facilities that are a lifeline to older residents whilst build is taking place.	don't do it! Find somewhere further out. please don't ruin the heart of Chingford mount	No	we all want to be involved... this is our life!	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenure to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations response to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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Robert Deering				S449-Sainsbury's Hall Lane	Yes	No	No	Local people do not want high rise development in Chingford Mount. This has been expressed by many people on Facebook groups such as 'Love Chingford' and 'Save Chingford from overdevelopment'. High rise flats overshadow and dominate the high street, cut out sunlight and the sky for pedestrians and have other buildings in shadow. They create wind tunnel effect, exacerbate heat island effect and can produce social and mental health problems for the occupants and problems for emergency services and the police.	I cannot say what is legally compliant, but I believe that flats above four storeys high are unacceptable for the reasons listed above.	Yes	I would like to participate in the decisions taken in the development of the town where I live.	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
-				S449-Sainsbury's Hall Lane	No	No	No	Building more homes will put extra pressure on the already overstretched local facilities ie doctors, schools and hospitals. It will make the parking problem in the area worse.	Upgrade the infrastructure before building new homes	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an L10 planning obligation.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S449-Sainsbury's Hall Lane	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting.  There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	I consider building homes to height of existing buildings to be necessary. I consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Kirsty				S449-Sainsbury's Hall Lane	No	No	No	Over crowded area with not enough schools and hospitals and doctors to be building so many more homes with out parking	Nothing you can do build a school instead or keep it the same	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Jackie Vincent				S449-Sainsbury's Hall Lane	No	No	No	Residents of abingford mount not consulted. New flats not in keeping with the area and will ruin chingford. Not wanted in our town.	Tidy up shops. Rebuild a shop where Poundland burnt down many years ago. No high rise flats.	-	-	This response is noted.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S449-Sainsbury's Hall Lane	No	No	No	Impacts on the local residents especially with Morlions and the superstore Sainsbury's also being redeveloped	Having transport provision that travels from Chingford to Meridian Water may reduce the congestion from Chingford Mount and Chingford road			The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Rosemary Langlands				S449-Sainsbury's Hall Lane	No Response	No	No	This land is a shop and a car park - converting it to YET MORE homes is unacceptable to local residents - I cannot see how high the proposal is but it must be high. What gives the council the right to build that high at the bottom of my short garden? Life is bad enough in Albert Ave with giant trees blocking my light and heat on the front row you want to take the rear light and freedom away! I know there are underground streams and at least one underground river in the vicinity - this is not conducive to safety.	No homes should be built overlooking homes in the vicinity thus removing their light, heat and privacy. No homes should be built where there is such a large amount of underground naturally occurring water!			Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Terry Miles				S449-Sainsbury's Hall Lane	No	No	No	Out of character with the area. Removes a vital small supermarket used primarily by those with no transport and the elderly. No facilities for parking. Added strain on local amenities.	Do not keep building where it is totally out of character with the area and diminishes local facilities.		no one is listening to the residents of Chingford.!!	The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Neil Hooper				S449-Sainsbury's Hall Lane	No	No	No	The plan build 90 new homes with no parking facilities on a site that provides the majority of parking for the Chingford mount to beyond barlet. But then again anything built utter contempt for Chingford residents by Waltham Forest council would constitute suspicious behaviour.	Drastically reduce the number of homes & provide adequate parking for residents & shoppers. Much like the existing Tesco development in Huggins Park.	Yes	To ensure residents aren't ignored as usual.	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Hayne				S449-Sainsbury's Hall Lane	No Response	No	No Response	It will lead to overcrowding and an increased demand for already stretched local services such as gps, dentists, policing etc.	To build housing within the existing building capacity and not expand the sites.	Yes		Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
										No		

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Deborah White				S449- Sainsbury's Hall Lane	No	No	No	By demolishing the Sainsburys supermarket where are elderly residents and people who have no transport and cannot walk far going to do their shopping. There are no proper supermarkets in the Chingford Mount area only express shops which do not supply all for a weekly shop.	More thought for where people are going to shop at Chingford Mount now that all these new homes are planned		To see that what people require is met	The Council sets out it's strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Kenneth Clements				S449- Sainsbury's Hall Lane	No	No	No	The site must enable Sainsburys supermarket to continue to be viable. It will not be able to do this without the adjacent carpark and shoppers will go elsewhere where there is car parking. The local authority should stop trying to exclude the car from everywhere, people need to get about and carry their goods.	Maintain the current supermarket and parking and improve parking facilities in general.	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. As per the Local Plan policy, the sites that will or have the potential to impact on the highway network public transport services, sustainable transport, have difficult access will be required to submit a Construction Logistics Plan setting out strategies to minimise these impacts and agree suitable mitigations and monitoring prior to the commencement.
AJ				S449- Sainsbury's Hall Lane	No	No	No	Are you for rent, 90 new homes on this small area. Where will these people go for doctors, schools & nhs dentists. I do not work due to ill health & cant get a nhs dentist. Is local rely on Sainsburys for our weekly shop, where else are we suppose to go? Also some of us rely on our cars, due to disabilities, where are we suppose to park?	Leave Chingford alone	No	-	The site allocation requires that commercial floorspace is provided as part of new development.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Mary Pickering				S449- Sainsbury's Hall Lane	No	No	No	The whole plan is cumbersome, ugly, not environmentally friendly and certainly not supported by the infrastructure.	Examine first the local existing infrastructure whether it meets current needs of the population eg we have already got our suburban schools and not enough GPs. There is a sad lack of a variety of shops and the council has not been promoting and actively helping local businesses. The transport links are inadequate and there are no public toilets.	No	Essential that public is fully consulted and that information is readily and easily accessible to the whole community.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Naila				S449- Sainsbury's Hall Lane	No	No	No	Chingford does not have the capacity to increase the number of housing units. The selling point for Chingford is the amount of green, open space and minimal high rise buildings. We do not support additional housing in the area.	Chingford does not have the capacity to increase the number of housing units. The selling point for Chingford is the amount of green, open space and minimal high rise buildings. We do not support additional housing in the area.	Yes	I need to be involved in every step of the process and decision making	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.

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Deon't Master				S449- Sainsbury's Hall Lane	No	No	No	leave Chingford alone!	leave Chingford alone!		No one wants your flats	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Stephen Nelson				S449- Sainsbury's Hall Lane	No	Response	No	These plans will be bringing high rise buildings to the area which are not keeping with the current structures of the area.	Buildings to be no more than 3 stories tall.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S449- Sainsbury's Hall Lane	No	No	No	More homes in a heavily built-up area will only contribute to more congestion of traffic and people and the area.	I believe the council should find another location to build that flats.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Raymond Young				S449- Sainsbury's Hall Lane	No	No	No	The existing services - Schools, Doctors - Hospital can not cope with the existing population , the addition of extra housing will affect the well being and services available to existing residents.	Do NOT provide any additional housing , so the existing services can be improved for the existing residents		-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Andrew Stoddart				S449- Sainsbury's Hall Lane	No	No	No	I strongly object to the proposals. 80 homes on the sainsbury's site, 25 homes on the library site, 260 homes on the Larkwood site and 90 on the Albert Corner site (485 homes in total) is not being backed up with a corresponding improvement of public services. Clinics and waiting lists for Doctors appointments, dentists, schools, social care and hospitals are excessive even before we add the pressure caused by the new occupants of said homes.  Another reason for thinking these developments are not sound (and particularly sainsbury's site development in this case) is that any high rise will severely affect the quality of life of residents on Albert Avenue and Tuffon Road. The rear of these properties will be overlooked by the new development. Natural light will be lost and for some of these residents, their back garden is the only outdoor space they can enjoy either due to disability, age etc.  I feel the framework and local plan are very sketchy. There is very little detail. For instance, the public transport hub at Albert Crescent is to be relocated... Where? The traffic that would have used Cherrydown Avenue to access the mound? Where does that go? The traffic will undoubtedly increase on Old Church Road and Hall Lane as a result.  Another thing that is concerning is that none of these developments have parking included. Now, this may be a very expedient policy but the council can't truly believe that every tenant that potentially moves in will not own a vehicle. This leads to the problem of where are they going to park? Availability of parking spaces in the surrounding streets is already a big issue. Albert Avenue has a severe parking problem.		No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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				S449-Sainsbury's Hall Lane	No	No	No	Provision of 90 homes on this site suggests that it will be several stories high which is not in keeping with the local streetscape. New housing will increase pressure on already inadequate local services eg schooling, health and retail.	Reduce residential density. Consult the local residents as to what community facilities they would like.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Barbara Weinberg				S449-Sainsbury's Hall Lane	No	No	No	we have far too many houses in the borough and NO INFRASTRUCTURE stop with the blooming house building and improve what we have	don't need it simple enough	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
				S449-Sainsbury's Hall Lane	No	No	No	proposed developments would be out of keeping with the area also no parking provision, and existing residents will be overlooked	build homes the same height / provide parking for all new homes / not take away existing parking for residents as a resident of Chingford / worry about over development	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Kay Anderson				S449-Sainsbury's Hall Lane	No Response	No	No	This a well used supermarket which local people can walk to. For the sake on only 90 homes, why remove such a well used supermarket? What the other plans to ruin Chingford, where will local residents be able to walk to and shop? As for cycle connections on Hall Lane, where will they go with cars parked both sides and buses?	Leave this space alone, the above proposals are unworkable, such houses will only add to the congestion of the area.	-	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Lan Ferguson				S449-Sainsbury's Hall Lane	No	No	No	I've lived in the borough for 89 years and my daughter just told me about the plans. Not right to not let people know.	Everyone that will have lives affected by this should be told. The buildings will dominate the area and harm existing residents light and life. The existing area has lots of similar housing and it is wrong to impose a high building on their doorstep. I remember Chingford Hall Estate being built and knocked down. How can it be sound to make the same mistake again, there is a duty to reassess not to waste their money on flats, no one chooses to live in especially since C-19 and the garage to space. How these proposals been updated to reflect the change in mindsets? Chingford Mount has little notice for people to go to for mental health. Where is speaking to local?	Yes	-	This response is noted.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

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				S449-Sainsbury's Hall Lane	No Response	No	No Response	My only comment is that the redevelopment site MUST provide a similar retail store as existing plus adequate carparking. The current facility here is very valuable and much used and needed by the local community. We need not only easy access to large stores for food, DIY, white goods, gardening, etc, but small shops that already exist elsewhere (in a high street) but also parking to enable taking their bulky shopping home by car - this cannot be easily done by public transport! There should be no significant reduction in retail floorspace or carparking unless absolutely necessary or if the store owner wishes to. Also it can be very difficult and expensive to provide flats above large high warehouse-like stores without noise and pollution problems. Not all sites are suitable for housing and there is no need to significantly follow the mantra of providing high density housing at all costs on every "development site."	Address the issues raised above	-	-	The site allocation requires that commercial floorspace is provided as part of new development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  All applications will be required to submit a Construction Logistics Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
James King				S449-Sainsbury's Hall Lane	No	No	No	Where is the new school going to be built, can't see any details for an extra doctor's surgery seems like a lot of new homes without a mention where all the cars will be parked	Houses to be built to the same as existing houses in the area. No provision for schools, doctors and dentists. There has been no public consultation.	-	To keep the council accountable	The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				S449-Sainsbury's Hall Lane	No	No	No	Probably does comply with Local Plan but that doesn't make it conducive to the needs of residents already living in the area. I can't remember seeing a copy of the Local Plan. Was this featured in the WF Labour manifesto?		Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
				S449-Sainsbury's Hall Lane	No	No	No	I thought that each area was represented with a plan that had been approved locally by the residents		-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
George Styll				S449-Sainsbury's Hall Lane	No Response	No	No Response	If people can't drive to the town center, how are shops going to survive? Why so many flats? How about family houses or don't families matter to the whole Labour Council?		-	-	The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.

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Simitraj				S449-Sainsbury's Hall Lane	No	No	No	The big shops that draw people to the high road and keep people from driving to local shopping centres have been left out of the assets, these include Sainsbury's, Sainsbury's, Sainsbury's and Sainsbury's. The high road has already lost many of the banks that were located here and were strong assets as they drew people to access the facilities. Therefore these shops need to be prioritised to ensure Chingford Mount remains a local community high road that is used and of benefit to local people. These shops also draw people to the area who then access the cafe's, restaurants and coffee shops. Reducing amenities to draw people away from the high road will have a detrimental effect on the local community, the sense of belonging and community spirit.		No	-	The Council sets out its strategy for managing change in the Borough's Town Centre, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Vales Ejarte				S449-Sainsbury's Hall Lane	No	No	No	This proposal will totally block all natural light to my property and will completely overshadow my property and garden, resulting in a complete loss of privacy. Also this is the only car park in south chingford for shoppers	leave the site as it is! there is no type of housing development on this site that would not cause overshadowing and loss of privacy!	No	we all want to be involved... this is our life!	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Vicki Beaver				S449-Sainsbury's Hall Lane	No	No	No	No facilities for increased police, schools, healthcare, car parking suitable retail outlets.	Healthcare facilities, Parking	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Paul Leahy				S449-Sainsbury's Hall Lane	No	No	No	Leave it alone, Chingford does not need new flats, there isn't enough room for new builds		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
-				S449-Sainsbury's Hall Lane	No	No	No	The Plan makes the area more dense (already high density), adds to lack of equality of the for those already here, discriminates against those with disabilities (in breach of the DDA 1995) owing to the Council's anti-car policy, adds to stress for residents who have problems with parking and traffic issues in local roads and adds to pollution with the imposition of high rise buildings, adding height and an even more run down feel to the area. The Consultation process has been unfairly conducted and not listened to local views. It has not been publicised effectively for those not on time and has appeared to take non responses as being in favour of the plans. The deadlines were requested to be extended but this has not been by much and only grudgingly. Any public meetings have been on Zoom (obviously because of the Pandemic) but not everyone is aware and many are without IT capability (particularly elderly people). Two residents had to publicise the consultation deadline themselves at their own expense, which is totally unacceptable and the Council's leaflet in early January 2022 was never delivered to all properties 1 mile radius of the Mount, which is regrettable and appears deliberate.	Utilisation of the vacant land by Dolly Bird shoes and at the junction of Highways Park Avenue and Chingford Mount Road and a more modified view of cars whilst accepting the need for improved cycling and walking. To remove the discriminatory imposition against those who are elderly or with mobility issues who need a car. Also an acceptance that some form of car parking is required for any new properties in future, which will help those already affected by car parking issues and standing up to the Mayor of London in this matter (he imposes his anti-car views too)	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. With regards to disabled parking bays, there will be spaces provided, the detail of which would be finalised as part of the planning application process.
Harriet Simmons				S449-Sainsbury's Hall Lane	No	No	No	The plan is too vague, so unable to comment on something which doesn't provide enough detail.	Build homes no higher than existing buildings. Ensure there is enough provision of statutory services, e.g., healthcare, education, parking etc.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.

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Robert Deering				S449-Sainsbury's Hall Lane	No	No	No	The Sainsbury's is at the western approach to Chisford Mount not the eastern, as you suggest. The planned shopping routes will not have room to replace the existing supermarket and will thus fail to fulfil the needs of the local population, especially with the hundreds of new homes planned. The existing transport facilities will have no room to successfully operate. The only space available for 30 homes is to build upwards. This 'tower block' will spoil the character of the area, transforming it from a pleasant suburb, to an inner city environment.	1) Reduce the amount of homes to be built to a level requiring a maximum of four stories, more in line with the local vernacular. 2) Maintain the local supermarket, especially as older residents rely on this facility. 3) Public transport facilities need to be planned with great care, as their use and area requirement will increase in the future. Cramping buses into the Sainsbury's site along with homes and shops is doomed to failure.	Yes	I would like to participate in the decisions taken in the development of the tower where I live.	The site allocation requires that commercial floorspace is provided as part of new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
				S449-Sainsbury's Hall Lane	No	No	No	No disability access	-	Yes		The Local Plan contains requirements for access in Policy 16 - Accessible and Adaptable Housing. This sets out that all newly built self-contained homes are to be accessible and adaptable in line with Building Regulation M4(2) and a minimum of 10% of new-build, self-contained homes are to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3). This will be applied to the site allocations and ensure that they contribute to meeting housing needs.
T Darby				S449-Sainsbury's Hall Lane	No Response	No	No	This will take away the only supermarket within walking distance for thousands of local residents. Bearing in mind that the nearby Iceland is also slated for re-development. Where are all these new residents going to buy food? Local GP surgeries are already swamped, where are all these new residents going for medical care?	Keep space for two supermarkets (to enable competition) as currently exist.	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Antonio Zekic				S449-Sainsbury's Hall Lane	No	No	No	The area is going to lose this little parking facility that exists in Chingford. Given is not enough to alter the face of this community.	-	No	I wish to be rejected altogether.	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Sadak				S449-Sainsbury's Hall Lane	No	No	No	No consideration has been given for additional parking infrastructure. The area is congested already and by removing parking facilities, residents will not be able to shop freely.	-	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Karen McGill				S449-Sainsbury's Hall Lane	No	No	No	<p>Dear Sirs</p> <p>Contrary to the assurances of the Council, most people in the vicinity of Chingford Mount did not receive a leaflet about the Consultations in Sainsbury. We have a Facebook group of over 750 members where this has been confirmed.</p> <p>The Council assure me that they have ticked all the boxes in advising residents about the Consultations but they have only advised people online. We had no public meeting. We had a Zoom meeting where Sarah Parsons answered questions so quickly to a pre-emailed list of questions from our Facebook group representative, and no one could understand the answers. LBWF then refused to give us the promised meeting transcript, merely the "chat transcript. Obviously this did not answer our questions.</p> <p>The Zoom meeting capacity had to be increased but by the time it was, many residents could not get the link to join the meeting in time.</p> <p>LBWF insist they had public engagements to advise locals of their plans but Lady this was not the reality.</p> <p>Two Council representatives stood outside 228 Chingford Mount Road, subsequently moving on to Albert Crescent. They had nothing to make people aware of who they were apart from banners but one of the women had her hand under her scarf. There were no posters to advise who they were or what they were doing. A tiny advertisement on the Council website was all that advised residents but nothing for those not online. There was no guidance and the leaflets were advertising that day event. Banners were "openly available at Age Concern and 228 Chingford Mount Road but no one not online would have known. Posters have been displayed in the windows of 228 and the Community library but the plans are too small to read. <a href="https://www.sainsbury.com/online/consultations">https://www.sainsbury.com/online/consultations</a> but not all residents were aware of these plans therefore not enough effort was made to offer people the opportunity to respond. Plans are not specific enough to give a clear response. I will comment on what I feel the situation to be. Chingford Mount does not need a further 90 homes on this site, plus plans for the other two sites only built apart and where are the plans for parking on this site? This is a sub-urban area, not a town or city and already has a healthy population. Any efforts to expand that population would lead to overpopulation, which in turn leads to more crime, parking issues and more traffic congestion. Sainsbury's has long supported the local community. It is a very busy supermarket and has easy access for local elderly and disabled residents who are unable to drive or take public transport. Where are the plans for additional services, such as healthcare, including social services and schools? We do not want high-rise buildings as they would not fit in keeping with the area, would alter the skyline and devalue property. Residents do not want to be looking out at a tower block. Tower blocks only blend in with many other tower blocks.</p>	<p>No flats above height if existing existing buildings.</p> <p>Parking provision must be provided.</p> <p>No flats to overlook existing residents.</p> <p>Retail to remain same size as existing shop.</p>	No	-	This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.
Glynis Devis				S449-Sainsbury's Hall Lane	No	No	No	<p><a href="https://www.sainsbury.com/online/consultations">https://www.sainsbury.com/online/consultations</a> but not all residents were aware of these plans therefore not enough effort was made to offer people the opportunity to respond. Plans are not specific enough to give a clear response. I will comment on what I feel the situation to be. Chingford Mount does not need a further 90 homes on this site, plus plans for the other two sites only built apart and where are the plans for parking on this site? This is a sub-urban area, not a town or city and already has a healthy population. Any efforts to expand that population would lead to overpopulation, which in turn leads to more crime, parking issues and more traffic congestion. Sainsbury's has long supported the local community. It is a very busy supermarket and has easy access for local elderly and disabled residents who are unable to drive or take public transport. Where are the plans for additional services, such as healthcare, including social services and schools? We do not want high-rise buildings as they would not fit in keeping with the area, would alter the skyline and devalue property. Residents do not want to be looking out at a tower block. Tower blocks only blend in with many other tower blocks.</p>	<p>Leave Sainsbury's where it is. Look for another site where you can build appropriately and not impinge on the local shopping area and current community.</p>	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Gary Tatham				S449-Sainsbury's Hall Lane	Yes	No	No	<p>Chingford Mount does not need more blocks of multi use buildings. It does need a supermarket and a car park if you intend to change the shape of Old Church Rd</p> <p>The council do not own enough properties in the town centre to make a significant difference to the public realm.</p> <p>Where is there space in the town centre for green amenity and play space if you intend on building on all the land you own.</p>	<p>Leave the site as it stands</p>	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Julia Smith				S449-Sainsbury's Hall Lane	No	No	No	<p>How can it be legally compliant to built multiple properties in an area that has a shortage of GP practices NHS dentists place and school places? How have we not had proper consultation about this planning all we have had is a zoom meeting this is totally unacceptable for the local people to voice their views and opinions.</p>		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
-				S449-Sainsbury's Hall Lane	No	No	No	<p>Leave us alone and stop trying to build more and more houses, we are over crowded our schools, doctors and ready to give a hole through the roof.</p>		-	-	The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Mark Miller				S449-Sainsbury's Hall Lane	No	No	No	<p>Creation of unemployment if area is taken up by flats. Where would older generation shop?</p>	<p>Leave it as it is, as Sainsbury's.</p>	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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Adam Esabeh-Eddafas				S449-Sainsbury's Hall Lane	No	No	No	Sainsburys is important for the local community.	Sainsburys is important for the local community.		I'm a resident, and want to be involved in changes to my area.	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Ian McGill				S449-Sainsbury's Hall Lane	No	No	No	This development will overlook the homes and gardens in Albert Avenue infringing on the privacy of the residents. Noise issues/levels will dramatically increase, residents are used to peace and quiet in their homes. If a road is placed bordering the development this will bring pollution to an area with none (or very little) at present. Also ADB will increase, road noise, deliveries at all times of day and night, car radio noise, people coming home during nighttime. You really need to consider the privacy of a large number of residents.	This development will overlook the homes and gardens in Albert Avenue infringing on the privacy of the residents. Noise issues/levels will dramatically increase, residents are used to peace and quiet in their homes. If a road is placed bordering the development this will bring pollution to an area with none (or very little) at present. Also ADB will increase, road noise, deliveries at all times of day and night, car radio noise, people coming home during nighttime. You really need to consider the privacy of a large number of residents.	Yes	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight and insulation from noise pollution.
Camille Singh				S449-Sainsbury's Hall Lane	No	No	No	I live on Hall lane and putting up new housing is going to block all natural light for me and others	Keep sainsburys as it is. If you tear it down you'll be destroying history	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
David John Anderson				S449-Sainsbury's Hall Lane	No	No	No	unfit site it will over look existing buildings	only restore buildings	No	simply to judge	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Ian McGill				S449-Sainsbury's Hall Lane	No Response	No	No Response		I believe there is a requirement not to cause harm to the amenity of existing residents. Properties in Albert Avenue will be dominated by this development being a few metres from the rear boundary with overlooking and loss of privacy.	Yes	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Karen McGill				S449-Sainsbury's Hall Lane	No Response	No	No		There is a general requirement not to cause "harm" to the amenity of existing residents. Properties in Albert Avenue will be dominated by this development a few metres from their rear boundary with properties being overlooked and attendant loss of privacy.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Ernesto Masella				S449-Sainsbury's Hall Lane	No	No	No	No consultation. Too much housing and less consideration given to existing residents views and privacy. Consideration should be given to look to <b>remediate the area shopping and other services that will help.</b>		No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
Dilrose Khan				S449-Sainsbury's Hall Lane	No	No	No	No consultation has taken place with local residents who live in proximity. No information has been provided on the local plan. I live within very close proximity and have not been sent any formal correspondence from the local authority with plans and/or proposals.	have not been provided with any information as a resident who lives within close proximity of the site.	Yes	As it directly affects my property	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.

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Mohamed Omar				S449-Sainsbury's Hall Lane	No	No	No	It is legally not compliant as the local sainsburys presumably will close which will directly affect people that are elderly, carers and the disabled without care or ability to make use of technology to order deliveries on line. I believe that the decision will be in contravention of the public sector equality duty and this has not been taken into account when considering this plan.	Have a publicised consultation on how the closing of sainsbury will impact on the groups mentioned who may not have the capacity or capability to engage with the process via the internet.	No		The site allocation requires that commercial floorspace is provided as part of new development.
				S449-Sainsbury's Hall Lane	No	No	No					This response is noted.
				S449-Sainsbury's Hall Lane	No Response	No	No					This response is noted.
				S449-Sainsbury's Hall Lane	No	No	No					This response is noted.
				S449-Sainsbury's Hall Lane	No	No	No					This response is noted.
Janet Broomfield				S449-Sainsbury's Hall Lane	No	No	No			No		This response is noted.

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Don				S449-Sainsbury's Hall Lane	No Response	No Response	No			-	-	This response is noted.
Timothy Wolfjank Sade				S449-Sainsbury's Hall Lane	Yes	Yes	No Response			-	-	This response is noted.
-				S449-Sainsbury's Hall Lane	No Response	No	No			No	-	This response is noted.
Nicola Oviat				S449-Sainsbury's Hall Lane	No Response	No Response	No Response			-	-	This response is noted.
Conservative Councillors (Valley)				S449-Sainsbury's Hall Lane				Although it does not say so, this also includes the multi-story car park adjacent to the small Sainsbury's supermarket. At paragraph 3.46.1 under the heading site requirements it states that the site should accommodate town centre car parking. This must be a requirement. The Chingford Mount area has suffered as a retail centre because of the limited retail offer. This directly relates to progressively restrictive parking facilities. The Sainsbury's site is currently a three-story building bounded on its west and southern sides by predominantly two-story terraced housing and on its eastern side by two-story buildings comprising shops and upper flats. We believe that to increase the height of the Sainsbury's building would cause irreparable harm to the amenity of neighbouring dwellings. Without further detail it is impossible to estimate the height of the proposed building housing 32 new flats/maisonettes. Therefore, if this building is to be redeveloped, the numbers of proposed units should be dramatically reduced. We also note that under the heading "Development Guidelines" there are a number of automatic statements which have little meaning in the context of the site. We also note that this site has an intensification approach of "reinforcement" we do not believe that the description of the proposed development as 32 new flats can reasonably be described as reinforcement in the context of Policy 8 in the proposed local plan.		No	-	The further review and revision of Local Plan Part 2, followed by an additional Regulation 19 consultation will give the opportunity to fully review this site allocation in line with The Chingford Mount Area Framework and related consultation responses.  The two part Local Plan expects new development to be car-free in order to create safer places and improve air quality, unless it can be demonstrated through a robust Transport Assessment that additional car parking is required. Any additional car parking would have to comply with London Plan standards. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion and parking problems as well as significantly improving air quality.  The Local Plan also requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Ian McGill				S449-Sainsbury's Hall Lane	No	No	No	Please take note that in the Chingford Mount Draft Framework red structure your street maps are wrongly printed and labelled with incorrect names.  Albert Avenue is labelled as Orchard Close.  In itself this is not a big deal, however in the hands of a planning inspector not familiar with Chingford Mount they might well wonder why people living in Orchard Close have not opposed the Sainsbury's redevelopment, in fact they do not back onto it unlike Albert Avenue.  A small mistake to make but one that could have huge consequences.  Please therefore bring this wrong labelling of streets in Chingford to the attention of the planning officer.	Please take note that in the Chingford Mount Draft Framework red structure your street maps are wrongly printed and labelled with incorrect names.  Albert Avenue is labelled as Orchard Close.  In itself this is not a big deal, however in the hands of a planning inspector not familiar with Chingford Mount they might well wonder why people living in Orchard Close have not opposed the Sainsbury's redevelopment, in fact they do not back onto it unlike Albert Avenue.  A small mistake to make but one that could have huge consequences.  Please therefore bring this wrong labelling of streets in Chingford to the attention of the planning officer.	No	-	This response is noted.



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T.Gard				S40 - Former South Chingford Library	No	No	No	Throughout Waltham Forest you are building taller and taller buildings with no parking facility. You are also creating more shops. Because your rates are so high most of the shops at the moment are empty anyway. Who are going to rent these shops? Or will they sit empty too. The library building is part of the heritage in Chingford and should not be knocked down in Chingford the schools are fine, the GP's surgery, transport etc are not sufficient to take this kind of wealth of people. Also by taking more and more of the shops you are destroying what is a green, open air and village like feel to this part of the Borough. For years you have treated Chingford like an afterthought with little regard to us compared to the 'posher' parts of Waltham Forest, yet now you have run out of places to build you are keen to just build them high and just scrape it right. Everything is under too much strain already. Try building the resources first, including a hospital that we don't have to pay £12.50 a day to visit and then think of some sensible tower building rather than this.	Do not knock down the library and consider getting the shops locally based out rather than build more. Chingford and/or the shops look positively and they are all closed. Why build more? And do for the resources for more people, by getting a doctors appointment, they are always over crowded. As for the legal origin of asking people at these questions, we have to live with those decisions and ones like this not turns affect us every day, yet those who make the decisions and back the choices don't live here or have to get up with these schemes.			Through the evidence published in the Character Intension Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood concept, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow retail units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the Borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontage and having residents located within the borough's centres ensuring that most people daily needs can be met within a close by to their front doors. This has knock-on benefits to health, an quality and easing congestion on the borough's road network. These policies also support our high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to other substantial harm or total loss of a designated heritage asset.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of flats. Variations are considered when they can be justified based on a number of factors including the location, area characteristics, design constraints, scheme viability and end-user affordability.
Terry Milnes				S40 - Former South Chingford Library	No	No	No	1. Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the area objectively assessed needs; and is informed by agreements with other authorities, so that current need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. "No as LBWF should be seeking to preserve the 'local character' of the area - residents chose to move to Chingford & Highams Park as they are low rise suburbs of moorish houses at the very edge of London. The gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.1) 5,545 spaces 2,240 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 20% over the required target. Since the London Plan was drafted, cars to break and Covid, the number of people living in London, is estimated to have fallen by 2 million, or why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - The Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this site is a viable and well used community asset. It has an open and pleasant setting. The development of this site should not be contemplated until the facilities and public open spaces have been secured in this location, as we have been assured. We do not believe this is financially viable and therefore not deliverable.		No	no one is listening to the residents of Chingford - II	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intension Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded after London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 16,500 homes per year across London.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of flats. Variations are considered when they can be justified based on a number of factors including the location, area characteristics, design constraints, scheme viability and end-user affordability.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Conservative Councillors (Valley)				S40 - Former South Chingford Library	No	No	No	This site is a viable and well used community asset. It has an open and pleasant setting. The development of this site should not be contemplated until the facilities and public open spaces have been secured in this location, as we have been assured. We do not believe this is financially viable and therefore not deliverable.		Yes		It is through the allocation of sites in Local Plan Part 2 that we can ensure site specific priorities like the provision of public open space and community facilities are embedded in planning policy.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.  All submitted planning applications that do not meet the London Plan 'test cases' definition on subject to viability review, which the Council has independently assessed.
Anne Parroy				S40 - Former South Chingford Library	No	No	No	Chingford Green is a conservation area. There are no high rise properties. The existing building should be updated to meet any health and safety or disability requirements. There is a need for another cafe within the library. There are already numerous cafes within metres of the library, many of which have facilities for disabled. There is no infrastructure in place for increasing the population in the North part of the Borough. Doctors, school places, hospital waiting lists, Parking, Chingford is a suburb of London not an urban setting with high rise buildings and built up area. That is part of its charm why people want to live there - visit. Additional people will bring additional cars to the Borough, causing congestion and pollution. There will not be 20 parking spaces allocated to these flats with electric charging points.				The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  Through the evidence published in the Character Intension Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car set up. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling Guidance for the developers sets out operational requirements and measures to enable safe, regular and efficient collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and tend to generate high numbers of private cars/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.



Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Gary Bagley				S40 - Former South Chingford Library	No	No	No	No	Proposal is out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing. There is no parking provision and it will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overladen, with a loss of privacy, daylight/nightlight, also there will be an additional demand for parking. The consultation is flawed, as no leaflet/ public meeting to advise residents, only an online Zoom meeting. There is also a shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings only, provide parking, healthcare, education, etc.	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Conservative Councillors (various)				S40 - Former South Chingford Library	No	No	No	No	Chingford Mount We believe that there are opportunities to deliver new homes above existing retail uses in the Chingford Mount area as part of a design-led masterplan approach which individual owners can then use as a benchmark. We do not think that identifying individual sites within the S40 is helpful to this approach. This is also in a Flood Zone 2 - 3. We use no evidence that if this development and the Marmions Site (S46) development were to be implemented, that the natural environment could cope.		No	-	<p>This is noted, and the Council is committed to ongoing collaboration to identify opportunities for the future success and vitality of Chingford Mount and other local centres through the Chingford Mount Area Framework and emerging Town Centre Strategies.</p> <p>It is through the allocation of sites in Local Plan Part 2 that we can ensure site specific considerations around reduction of flood risk can be embedded in planning policy.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk can be successfully managed by following the process set out in Local Plan Part 1. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development would not increase flood risk either on or off the site</p>
Peter Loxton				S40 - Former South Chingford Library	No	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few buses because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly overpopulated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few buses because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly overpopulated area?	No	Do not trust the council or planning teams	<p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development via infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to allocate traffic to reduce the need to travel by car to meet their everyday needs. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and used to generate high numbers of private car/motorised vehicle trips. Redirection of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Mark Knowles				S40 - Former South Chingford Library	No	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight/nightlight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide adequate parking, healthcare, education, etc.	Yes	We need to know what is planned as we may believe it to be unsuitable and need changes made.	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development via infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Barbara Gurhan				S40 - Former South Chingford Library	No	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, Chingford Mount is low rise area and proposed tall houses will be causing existing village feel and look. There is no provision for parking and I understand council aims to reduce car use but living in Chingford Mount for past 11 years would be impossible without a car. (for example) I drive my children to gymnastics classes in Loughton (public transport 30 minutes each way), I drive to stables in Sawdstone (no bus route, location is beyond 215) many birthday parties my children attended were outside of this area where I couldn't get to if didn't have access to car. One of the reasons why people move to Chingford because of its access to A406 and M25 hence why area has so many residents who are tradesman and need to do carry jobs, materials to do their job. Current plans don't include any provisions for schools or doctor surgeries, we already have long wait times for doctor appointments not to mention allopathic appointments, minimum 14 day wait.	New developments should be reduced in height to fit into the area, building houses should be considered as these are preferred by families. Make provision for parking, doctors, school and community centre for youth.	Yes	-	<p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development via infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
					No	No	No	No			No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Andrew Ferson				S40 - Former South Chingford Library	No	No	No	Too many houses too little parking Height not compatible with area		-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
-				S40 - Former South Chingford Library	No	No	No	It does not appear that the local residents' opinion is considered at all.	The proposed building work is totally out of character with the area. The building is in a conservation area - a fact that is totally ignored. Also there are no car parking facilities for residents of the new flats. In addition, local doctors cannot cope with the amount of people requesting services so to add even more people is putting even more pressure on them.	No	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Leo Asthala				S40 - Former South Chingford Library	No	No	No	This letter is in strong opposition, specifically but not exclusively, to LBWF's 4 proposed development sites around Chingford Mount. Namely, 1. 1 to 50 new homes on Sainsbury and Council car park. 2. Up to 90 new homes on Albert Corner. 3. Up to 20 new homes on former South Chingford Library. 4. Up to 250 new homes on Larkwood Leisure Centre & Nursery site.  Whilst we are not totally against development, progress and more homes in the area, these should not compromise other established residents. The proposed developments would be out of keeping with the surroundings. Also this cannot be delivered with policy compliant levels of affordable housing.  If these flats are to be built they should be no more than 3 storeys. Any higher would be out of character with the area and would definitely disadvantage existing residents whose properties will be overlooked.  Parking for cars has already reached a separate level in Chingford despite many households being forced into forsaking their front gardens and going to the expense of paying for a drop kerb driveway. Any new builds in the area must therefore provide suitable parking for these new dwellings. To not provide this facility will, without doubt, cause massive parking wars with the already very limited street parking around residential Chingford Mount.  Whilst we appreciate reducing car ownership is something London is eager to achieve, many of the older residents around Chingford Mount may not be able to cycle or walk too far and rely on their cars to get around.	Build to max 3 storeys Provide ample parking Provide expanded infrastructure to cope with expanded population	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 52,646 new homes (1,755 per year) based on a London-wide assessment of capacity/available sites in 2021/22. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 50,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
TerezaFischer				S40 - Former South Chingford Library	No	No	No	There has been a total lack of consultation on this project, there has been no information distributed. Residents shouldn't find out that such large projects are happening from other residents. The plans for this number of homes can only mean the project will be within the end look out of place and will overlook a great many homes putting many residential properties in shade. There appears to be no provision for an extra GP practice, additional school places, parking etc.	Keep any new housing projects in line with the existing housing stock.	Yes	Residents need to be involved	<p>This document was consulted on at its draft stage between October and December 2020. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>This response is noted.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>This response is noted.</p>

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				S40 - Former South Chingford Library	No	No	No	By removing Sainsbury's and Iceland you are taking away the two main food shops that older people use which means they have to travel further afield to do their shopping taking away car parking so older people who cannot ride a bike or walk will be disadvantaged also there are too many flats being built in warmistow everywhere you look it high rise being built its turning our borough into a concrete jungle, and by making it cycle and walking friendly you are alienating older more vulnerable people			-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
				S40 - Former South Chingford Library	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes, how will the current residents of Chingford benefit. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.</p>
				S40 - Former South Chingford Library	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes, how will the current residents of Chingford benefit. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, ensure local residents would be benefit from them, provide parking (L2E2 has beyond more cars from the surrounding areas Chingford), healthcare, education, etc.	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
				S40 - Former South Chingford Library	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no hearings/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
										No	-	

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Karen Nash				S450 - Former South Chingford Library	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	No	-	<p>The engagement meetings were held online to protect our residents and council officers during a spike in the number of Covid-19 cases at the time.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This response is noted.</p>
Stephen Tyler				S450 - Former South Chingford Library	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	No	-	<p>The engagement meetings were held online to protect our residents and council officers during a spike in the number of Covid-19 cases at the time.</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This response is noted.</p>
Valen Ejarle				S450 - Former South Chingford Library	No	No	No	Its totally out of character for the area and it would be awful to lose this lovely building, a high rise here would cause overshadowing, loss of privacy and loss of light for all surrounding properties, including my own.	leave it alone or keep the facade and develop the rest with a maximum of 2 stories, with carparking for All homes and increased capacity at the local GP /schools etc.	No	we all want to be involved, this is our life!	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
A)				S450 - Former South Chingford Library	No	No	No	25 new flats on this small area is ridiculous. We need this site for the local people of Chingford. We have nowhere for the elderly to go for clubs & nothing for the youngsters. This site would be perfect for both..	leave Chingford alone	No	-	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>
-				S450 - Former South Chingford Library	No	No	No	Leaflet distribution informing local residents of the plan have not been received in many of the streets within 1 mile of Chingford Mount. Only those with the ability to use a computer have the ability to respond. No ability to comment on what additional infrastructure would support the number of residential dwellings proposed.	A public meeting to address residents issues. Re-leaflet all streets in the local area. Enable postal responses.	No	-	<p>This response is noted. This document was published for consultation at Draft Stage between September and December 2020. This consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p>

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Jane	S40 - Former South Chingford Library	No	No	No	No	No	No	This will lead to overcrowding and pressure on local resources that are already over capacity. Chingford has a strong sense of community and such substantial change as proposed across these three sites will be detrimental to this.  Any change of purpose and implementation of residential dwelling should be within the existing space of the building and not involve any expansion. High buildings are not to be built with this area which is primarily made up of two storey residential houses.	Any change of purpose and implementation of residential dwelling should be within the existing space of the building and not involve any expansion. High buildings are not to be built with this area which is primarily made up of two storey residential houses. More common to houses would be very much welcomed and the potential to relocate the library, use this for community services such as health visiting, district nursing, children centre, a local hall that local people can use for sales, exercise classes, private hire etc, etc.	-	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Stewart Newton	S40 - Former South Chingford Library	No	No	No	No	No	No	Proposed development would be out of keeping with the area and cannot be delivered with policy compliant level of affordable housing. No parking provision disadvantage people that rely on a car like older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, suffer loss of privacy, daylight/sunlight, additional demand for parking. Consultation was flawed as no leaflet/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.	Build homes to height of existing buildings and provide parking, healthcare, education, etc.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Paul Willard	S40 - Former South Chingford Library	No	No	No	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.  It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	No	-	Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Anthony & Thorne Up	S40 - Former South Chingford Library	No	No	No	No	No	No	The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.  19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 28(1).  18(1) A local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.  (2) The bodies or persons referred to in paragraph (1) are: (a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the location and the problems associated with recent developments, it is not before the plan to be sound.  Currently Chingford suffers from a major problem with emissions from the Edmonton Waste Plant which results in higher than normal infant mortality rates and even though they state the new large plant will be more efficient there will still be emissions. Although they suggest these towers will be removed (do have my doubts) or will there be others which could be more toxic.  A number of the proposed sites are right on the boundary of the LLEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LLEZ charge. But the rest of the area will also be subject to these increases and the proposed quiet the natural air flows possibly result in pockets with even higher concentrations.  Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density living allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1950's tower block was removed as there were major problems with all the matters listed above.  If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In it was realised in the 1930's that people needed space and New Towns were	Yes	Because there are too many unanswered questions.	This response is noted.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-occupied and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is a identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Delrose Khan				S40 - Former South Chingford Library	No	No	No	People have not been advised by the Council of the proposal. The height of the building should be no higher than the existing building. The old library should remain as the building has local character and should not be demolished to make way for cheap flats. Local residents would lose their privacy, affecting their mental health. Your proposals are destroying the character of South Chingford. It would be better for this building to serve the local community.	The current building is in character and should be refurbished to keep its existing features. We do not want cheap flats on this site. Local residents would lose privacy and their mental health would be affected.		As it directly affects my property	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
-				S40 - Former South Chingford Library	No	No	No	This library is a beautiful building and example of EB07's architecture and doesn't need to be bulldozed down. Why on earth should we lose a library that was put there for the benefit of people's learning? To put houses on this site is a disgrace and harms local people's way of life. - how on earth can that be legal or whatever way you wish to word these things. We dont have the infrastructure for more homes so how on earth can that be legally correct? awful idea of council to ruin this area.	This building should be preserved for Chingford and retained as a library. You should keep off of trying to change it or build more homes on it.	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S40 - Former South Chingford Library	No	No	No	out of keeping with the area - no parking provision	build homes to the height of existing and provide parking not take it away	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Isabelle Anne Tyler				S40 - Former South Chingford Library	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-sited, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Valen Bjarte				S40 - Former South Chingford Library	No	No	No	its totally out of character for the area and it would be awful to lose this lovely building, a high rise here would cause overshadowing, loss of privacy and loss of light for all surrounding properties, including my own.	leave it alone/ or keep the facade and develop the rest with a maximum of 2 stories, with carparking for ALL homes and increased capacity at the local GP / school, etc.	No	we all want to be involved, this is our life!	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Key Voller				S40 - Former South Chingford Library	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-looked and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling in doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed: there have been no hallats or public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents! Stop removing the few amenities that we have in Chingford!		-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
-				S40 - Former South Chingford Library	No	No	No	It's hard to get to GP services overcrowded, traffic is terrible, with no parking it will be worse.		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Mary Pickering				S40 - Former South Chingford Library	No	No	No	The proposed plan does not set out categorically exactly what community services will be there. The current site looks to address and meet large groups of service users particularly the elderly and the vulnerable. Cots to service users are affordable. This centre has gone a long way to promote health and well being and to reduce isolation. There is no mention whatsoever what happens to existing community services while the building work is going on. It does seem as if the proposed plans do not focus on building a strong and well community. I get a sense of feeling that we as a community has to fit in with the plans rather than for any proposed plans to meet the needs of the community.	is it safe and sound practice to constantly build large numbers of homes without first ensuring that the infrastructure is in place w good transport links, proper parking for residents, visitors and people with disabilities, adequate nursery, primary & secondary school provision with further education/training colleges, maternal and child health services, GP practice, dentists, youth services, services for the elderly and disabled, etc.		Essential that public is fully consulted and that information is readily and easily accessible to the whole community.	The London Plan (2021) sets a 33 year minimum housing target for Waltham Forest of 12,046 new homes (1,544 per year) based on a London wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,883 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,812 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Clifford Gray				S40 - Former South Chingford Library	No	No	No	This area is not suitable for new housing. It is too close to existing properties and will affect the lives of existing residents by being overly populated meaning loss of privacy and affecting the value of the surrounding properties. It will also increase the demand for parking.	The property should be updated to have a new library with facilities for Age Concern with a hub for Senior Citizens. Also a revamp of the existing garden and seating.	Yes	I do not agree with the proposed plans as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Zahraa Kabeem				S40 - Former South Chingford Library	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking. Furthermore, this consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, clinics in the area and this would already overburden an area which has had its resources stretched to the limit.	I consider building homes to height of existing buildings to be necessary consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	Yes	As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me by way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to this spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
										Yes		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Adreesh Khambur				S40 - Former South Chingford Library	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no hooters/public meetings to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	Consider building homes to height of existing buildings to be necessary consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
				S40 - Former South Chingford Library	No	No	No	The proposed development would be out of keeping with the surroundings. Housing of several storeys would disadvantage existing residents whose properties will be overlooked.	Build homes to the height of existing buildings. Provide associated parking spaces.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
				S40 - Former South Chingford Library	No	No	No	This development will cause the local area to be overcrowded and neighbouring properties will be extensively overlooked by a new development. The area surrounding is already very congested and local services/facilities will be overly subsidised.	Better use of the library to be restored and renovated so the local community can use it.	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Defrose Khan				S40 - Former South Chingford Library	No	No	No	This proposal would cause overcrowding in an area where it is already congested and heavily populated. The development would block light and overlook neighbouring properties. Local services such as doctors, dentists, schools are already over-subscribed and increasing housing in the area would cause heavier burden on local services as proposals do not make provisions for this. Existing property value would also decrease. Level of crime would be increased by higher population in the area and social surroundings.	There is nothing that would make this proposal compliant for the reasons outlined above. It would be better for the existing building to be renovated for the local area to use again as a library or community centre.	-	As it directly affects my property	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
D Nurse				S40 - Former South Chingford Library	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with the policy compliant levels of affordable housing. There are no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, loss of daylight/sunlight, additional demand for parking, additional traffic congestion and pollution. The consultation is flawed as there has been no hooters or public meetings to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools.	Build homes and structures to the height of existing buildings. Developments should be in keeping with the area. Provide necessary parking and amenities. Provide additional services to support developments such education, transport links, healthcare and recreation.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
										No		

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				S40 - Former South Chingford Library	No	No	No	all very nice but where is the car parking for the new homes	build homes to the height of existing and provide parking not take it away	-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Dr Shabbir Khankar				S40 - Former South Chingford Library	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting.  There is a shortage of doctors, hospitals, dentists, schools in the area and this would cheapen overburden an area which has had its resources stretched to the limit.	I consider building homes to height of existing buildings to be necessary consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	-	As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me by way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2016).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Harriet Simmons				S40 - Former South Chingford Library	No	No	No	The proposal is very vague and written in jargon. It's difficult to ascertain what is being proposed??	Build no higher than existing surrounding homes, provision for statutory services e.g., health, education and parking for new homes.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Ian Magill				S40 - Former South Chingford Library	No	No	No	I believe there is a requirement not to cause harm to the amenity of existing residents. Properties in local area will be dominated by this development being a few metres from the rear boundary with overlooking and loss of privacy.	I believe there is a requirement not to cause harm to the amenity of existing residents. Properties in the local area will be dominated by this development being a few metres from the rear boundary with overlooking and loss of privacy.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Karen Magill				S40 - Former South Chingford Library	No	No	No	There is a general requirement not to cause "harm" to the amenity of existing residents.  Local properties will be dominated by this development a few metres from their rear boundary with over-looking and attendant loss of privacy.	There is a general requirement not to cause "harm" to the amenity of existing residents.  Local properties will be dominated by this development a few metres from their rear boundary with over-looking and attendant loss of privacy.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
R Shodorff Eq				S40 - Former South Chingford Library	No	No	No	People have not been advised by the Council of the proposals.  The height of the building should be no higher than the existing building. The old library should remain as the building has local character and should not be demolished to make way for cheap flats.  Local residents would lose their privacy, affecting their mental health.  Your proposals are destroying the character of Chingford where I have lived all my life! Would you want high rise developments overlooking your garden?	Residents need to be advised by post in plenty of time to comment on the Consultation.  The current building has character and should be refurbished to keep its existing features. We do not want cheap flats on this site. Local residents would lose privacy and their mental health would be affected.	No	-	This character led approach is supported by evidence from the Characterisation and Intensification Study (2016). Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. Residents were advised about the consultation through local newspapers.
Kathryn Uman				S40 - Former South Chingford Library	No	No	No	This building was an important community building which was taken over by CBEST. I don't know if they are still there since COVID but they provided a vital service to the community. How can you continually build new homes increasing the local population, and not provide extra facilities, and worse still you take away the ones that already exist.	Building should be retained and used for community purposes.	No	No one takes any notice of emails	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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A)				S40 - Former South Chingford Library	No	No	No	How can you even think this is okay to build flats on this site. The ex library should be put back & we also need a place to get advice, a club for the elderly, clubs for kids, young & old. This site would be ideal. There is nothing in Chingford & taking this away will be taking the heart of Chingford away. The other areas of the borough have everything, Chingford has nothing!!!! When I needed to see someone from the citizens advice bureau, I had to travel to Walthamstow. This is so wrong, every area should have somewhere to go to get advice etc, some people have disabilities etc. & can't travel. I suffer with my physical & mental health & coming out of the area/my comfort zone really makes me poorly.		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Mr's Melanie Benfield				S40 - Former South Chingford Library	No	No	No	For a start where was your public consultation on this plan? I knew nothing of these plans. Why were the Chingford Mount residents not informed and given the choice to have a say by you sending the details to all the residents? If you build 25 new homes on this site where the incredibly useful Age Concern currently housed in the library building going to go? There is nothing in the local area for older folk apart from this, it is so important to provide face to face consultations. If you build 25 new homes where are these new residents going to park? Are you going to provide parking spaces for all these residents or are they going to have to park on the surrounding streets, which are already crowded? The dentists, doctors, hospitals and schools in the area can barely cope with the population as it is, it is wholly unfair to the local residents to keep providing housing without providing more healthcare providers and schools.	Parking, healthcare, schools and the impact on local residents must be taken into consideration.	No	-	This response is noted. A draft version of this document was published for consultation between September and December 2020. This consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Deben? Mattar				S40 - Former South Chingford Library	No	No	No	Leave Chingford alone!	Leave Chingford alone!	No	No one wants your flats	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Adam Erin				S40 - Former South Chingford Library	No	No	No	It is not clear what is being planned, it is not publicised widely for the local residents' pursuits and feedback.	Please provide some indication of what is being proposed, how the 25 unit will be fitted, how many floors are being planned, parking and access arrangements for the new residents, is the development mixed tenure, what is being proposed for the immediate neighbours who will be affected by construction, access issues for school children who use the footpath...	No	for openness and transparency	This response is noted. This document was published for consultation at Draft Stage between September and December 2020. This consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.
Neil Hooper				S40 - Former South Chingford Library	No	No	No	Yet again, 25 homes on a plot this size is completely ludicrous. More over crowding, more pressure on the already massively overburdened GP services	Reduce the number of homes!	Yes	To ensure residents aren't ignored as usual.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Kay Anderson				S40 - Former South Chingford Library	No Response	No	No	We do not have a library in South Chingford? Why is council taking our amenities while improving/ adding to amenities in Walthamstow?	Why is the council building housing in excess of the Mayor of London's proposals? Greed maybe?	Yes	-	There is a community library on Old Church Road, Chingford.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

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David Freyne				S450 - Former South Chingford Library	No	No	No	<p>The proposal does not factor the significant light and noise pollution that will seriously impact neighbouring buildings. Particularly the grade 2 listed Carfax Cottage which is massively exposed.</p> <p>Additionally, the building threatens to damage the structure of the cottage which is a key building to the heritage of the area.</p>	<p>There should be no windows or balconies to the right of the building that will overlook the neighbouring houses, invading privacy and causing significant light and sound pollution. The physical and mental well-being of current residents needs to be central to the plans.</p> <p>The height of the building needs to be restricted to be in keeping with the heritage area. And a guarantee needs to be made that this will not change during the building process, as has happened with other builds in Waltham Forest.</p> <p>A guarantee needs to be made that the proposed high value fixtures of the exterior architectural plans are binding and will not be replaced with cheaper materials, as has happened with surrounding sites in Waltham Forest.</p> <p>A survey needs to be undertaken to make sure the surrounding buildings will not be structurally undermined, in any way, before any plan moves further.</p>		As an immediate neighbour to the site I am deeply concerned about how the proposed plans will impact me, particularly the risk of greatly increased light and noise pollution.	<p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of daylight/sunlight.</p>
Marilyn Gould				S450 - Former South Chingford Library	No	No	No	The old library building now houses the Age UK Waltham Forest charity which gives valuable help to the older community in Waltham Forest which is important at any time but has been giving essential help during the Covid lockdown.		Yes	-	<p>This is needed. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Terry Milnes				S450 - Former South Chingford Library	No	No	No	Out of character with surrounding area. Destroys a beautiful building which should be listed. Worthwhile inadequate consultation with local residents.	Use existing building for community projects. Youth centre, under 5s facility, soup community services.	No	no one is listening to the residents of Chingford - !!	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Paul Leahy				S450 - Former South Chingford Library	No	No	No	Leave it alone. Chingford does not need new flats. There isn't enough room for new builds		Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Jennie Heath				S450 - Former South Chingford Library	No	No	No	Any development should make use of the current building and not be raised to the ground for another box building		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
-				S450 - Former South Chingford Library	No	No	No	LEWY seem to be deliberately letting perfectly good solid old buildings around the borough run down so they can claim they are not fit for purpose, or too costly to refurbish. So they can introduce dull characterless steel and glass monstrosities, as has happened in other areas of the borough. Completely changing the character of the areas involved. Are any of these proposals being supported or being put forward by local residents of Chingford/Highams Park areas? Very much doubt!! Are they in fact being proposed by people that do not live within the Chingford/Highams Park areas?	NO COMMENT		-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>This response is noted.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Sadlers				S450 - Former South Chingford Library	No	No	No	Local communication has been very poor this development has not had a proper consultation older residents have been excluded by virtue of its on line nature. Blue ticking comes to mind. The build is of local and historic significance and demolishing it is unnecessary when it could be used to promote the thriving of community buildings not in keeping with local area	You need to have a property consultation with local residents	Yes	The system needs local input	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers. In addition to this, the council advertised the consultation in the Local Newspaper and throughout the consultation accepted responses by email or post.
Kerry Walsland				S450 - Former South Chingford Library	No	No	No	Not taking local amenities into consideration Not enough spaces in local schools, doctors, hospitals etc to cope with the additional demand the plans to take away amenities such as libraries, gyms etc will ruin the community feel. The lack of amenities will lead to more community problems. The additional homes will also bring additional vehicles. In a time when you are asking for less local traffic, how will this be achieved with all the additional homes??	Reinstate the library as use as a library, community hall, a space that can be enjoyed by all local residents	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
David Downs				S450 - Former South Chingford Library	Yes	Yes	Yes	The outline does not depict private vehicle arrangements-how this will be made for up to 90 cars in this space. Please advise.	Identify parking please	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S450 - Former South Chingford Library	No	No	No	There has been no public meeting, they haven't publicised the consultation enough concentrating mainly on IT communication which excludes many residents, thus discriminating against them, there has been little information in Waltham Forest council news and limited leafleting	By improving the way the information has been circulated and making the responses easier to make. By making the whole process much easier to understand and respond to.	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
James King				S450 - Former South Chingford Library	No	No	No	No provision for services	-	Yes	To keep the council accountable	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S450 - Former South Chingford Library	No	No	No	Building additional homes will put more pressure on the already overstretched doctors, schools etc. Car parking is already a problem and this type of development will only make it worse.	Upgrade the infrastructure before building new homes.	Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
David John Anderson				S450 - Former South Chingford Library	No	No	No	will overlook existing homes	leave alone	Yes	simply to judge	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Robert Tatum				S450 - Former South Chingford Library	No	No	No	On page 122 it is stated that, within 800 metres, there are no places of worship, community centres, shop frontages, etc. This seems to me to be the clearest example of where the statements are inaccurate, given the proximity to a town centre and two places of worship - each with community halls.		No	-	The plan will be reviewed for any statements which have been identified to be inaccurate, and updated to reflect the correct position for the submission version.
Antonio Zelek				S450 - Former South Chingford Library	No	No	No			No	I wish to be rejected altogether.	This response is noted.
				S450 - Former South Chingford Library	No	No	No			No		This response is noted.
				S450 - Former South Chingford Library	No							This response is noted.
Conservative Councillors (General)				S450 - Former South Chingford Library	No			We do not believe the designation of this site to be effective, against a requirement for the replacement of the community use and the open space, which are likely to make any development possible, without imposing a form of development on the site totally out of keeping with the character of the homes adjacent to it.				The Local Plan requires a character-led approach to intensification, in accordance with London Plan Policy D1. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. All submitted planning applications that do not meet the London Plan "test to test" definition are subject to viability review, which the Council has independently assessed.
				S450 - Former South Chingford Library	No	No	No					This response is noted.
				S450 - Former South Chingford Library	No	No	No	LBWF are deliberately letting perfectly good solid old buildings around the borough rot down, or they can claim they are not fit for purpose, or too costly to refurbish. Are any of these proposals being supported or being put forward by local residents of Chingford/Highams Park areas? Are they in fact being proposed by people that do not live within the Chingford/Highams Park areas?	NO COMMENT			This response is noted.
Tast				S450 - Former South Chingford Library	No Response	No Response	No Response		Officer testing system			This response is noted.
Mark Shelfrake				S450 - Former South Chingford Library	Yes	No	Yes	I think the library building is of local historical interest and as such should be retained.	Convert the old library into flats; but keep this historical building.	No	To ensure views of near neighbours are fully taken into consideration	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S450 - Former South Chingford Library	No	No	No					This response is noted.
				S450 - Former South Chingford Library	No	No	No					This response is noted.
Robert Dearing				S450 - Former South Chingford Library	Yes	Yes	Yes	The current library building was constructed in 1995 and is a key local heritage asset with great cultural significance. The facade of the building should be retained in any development. Age Concern is a key local facility and older residents should be at the top of the priority list in this development. As a former educational establishment the community aspects of this group of buildings must also be given priority.	The housing aspect of this development should prioritise elderly residents.		I would like to participate in the decisions taken in the development of the town where I live.	This comment is noted.
Sarah Rose				S451 - Albert Corner	No Response	No	No	90 homes is too much on this site. I walk past it a lot and believe in order to build 90 new homes they will have to be pretty high, possibly too high to complement the existing area. Nothing is mentioned about parking so presumably there will be no cars. This is a very congested area so it is tight and tight, needs more infrastructure and work on traffic rather than new homes and more demand on services and more cars. This area has a lot of pollution. Building more new homes will presumably have an eight more cars will add to this. It is not clear how Albert Crescent is going to be pedestrianised. There is a small through road. There is a small through road. This development to what is meant by pedestrianisation here? It is not clear what will happen to existing provisions therefore the Supergrid and Iceland. Iceland in particular is a popular and well used store and important to this community.	Build fewer homes. Make sure any new homes have corresponding parking and top up parks for electric vehicles. Keep building in the context of current buildings and heights. Build the corresponding infrastructure. This would be a good site for a new doctor's surgery. Actually go door to door around nearby streets so that elderly people's views are taken into account. Make sure that any building works respect and honour the environment. Yes, trees are always good as long as they won't damage buildings. You talk about building play areas for children. How about dog's and dog owners' needs? They will need access to open grounds/park/field away from children and general congestion, ideally with their own area.	Yes	No but I imagine some people would.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  The Local Plan states that the loss of existing social or community infrastructure is usually not permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Terry Milnes				S451 - Albert Corner	No	No	No	1. Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the area objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. 2. No. LBWF should be seeking to preserve that local character of the area residents chose to move to Chingford & Highgate Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg S64) states 12,640 new homes over 32 years and LBWF is proposing 27,000 new homes by 2026 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build so many possible spaces? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Forensic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this need is met and considered. No parking facilities or additional Community spaces for people and well being considerations. Environmental impact of building work and increase in traffic. Roads are already congested in the area and schools over subscribed. Lack of meaningful consultation, poor zoom meetings which residents could not access, plans not displayed properly. No consideration to accessibility of residents to give feedback.	Low story housing with parking provision. Investment in community well being spaces and meeting places for groups. Further investment in schools and doctors.	Yes	So far consultation has been not evident.	The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of identification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of sites. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.  In Local Plan Part 1, Policy 22 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided the planning process for any divergence from these clauses that would lead to other substantial harm or total loss of a designated heritage asset.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  New development will be required to contribute towards the provision of additional local and community infrastructure.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to the uptake in Covid-19 cases at the time of the consultation, the Council decided to hold all engagement meetings online for the safety of our residents and officers. This document was consulted at its draft stage between October - December 2020 where the Council held in-person engagement events in the South, Central and North parts of the Borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  This response is noted.
				S451 - Albert Corner	No	No	No	High story buildings are very out of keeping with normal housing in the area. We desire to make the area look like Waltham Forest. No parking facilities or additional Community spaces for people and well being considerations. Environmental impact of building work and increase in traffic. Roads are already congested in the area and schools over subscribed. Lack of meaningful consultation, poor zoom meetings which residents could not access, plans not displayed properly. No consideration to accessibility of residents to give feedback.	Low story housing with parking provision. Investment in community well being spaces and meeting places for groups. Further investment in schools and doctors.	Yes	So far consultation has been not evident.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  New development will be required to contribute towards the provision of additional local and community infrastructure.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to the uptake in Covid-19 cases at the time of the consultation, the Council decided to hold all engagement meetings online for the safety of our residents and officers. This document was consulted at its draft stage between October - December 2020 where the Council held in-person engagement events in the South, Central and North parts of the Borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Velen Ejaru				S451 - Albert Corner	No	No	No	<p>The plan is seeking to build more homes than required by the London Plan.</p> <p>To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause "burnt" (in planning terms) to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Without parking these proposed developments will disadvantage older people.</p> <p>The Consultation is flawed as non online residents have not had a chance to comment as they received no leaflets, notices of the plans. There has been no public meeting.</p>	<p>DONT WANT THIS SITE DEVELOPED AT ALL. we will lose character/superficially with its being built, and there are no alternatives in the area that could ever be better, than any building would have to be...no high rise, no overlooking/overshadowing existing homes, or overshadowing the heart of the resort, which is Albert Crescent. To even consider getting ugly high rise here is UNTHINKABLE. it would ruin the whole area. you would need to provide parking for ALL new residents.</p> <p>provide additional doctors, hospitals, dentists and schools etc, etc for all new residents.</p>	No	we all want to be involved... this is our life!	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Conservative Councillors (General)				S451 - Albert Corner				<p>The designation of this site has changed from "Reinforcement" to "Transition" between the R18 and R19 versions of the LP2 consultation. We oppose this. The parallel masterplanning exercise showed a building of new stores on the Old Church Road frontage and six stores on the New Road frontage. We do not believe the designation of the site should be "effective" as development in this form would be contrary to the NPPF requirement for development to be in keeping with the character and appearance of an area. It would also cause significant harm to adjoining homes, particularly those in Brook Crescent whose rear gardens would be both over-shaded and over-looked.</p>			No	<p>The identification of sites as appropriate for a Transformation, Transition or Reinforcement approach to character-led identification aligns with evidence in the Characterisation and Intensification Study (2020), and design-led area based masterplans, feasibility studies and area frameworks. Following adoption, all proposals for redevelopment will be subject to the policy tests relating to character-led identification and high quality design set out in Local Plan Part 1. Local Plan Part 2 gives the opportunity to establish additional site specific requirements and guidance to ensure that development of the highest quality and appropriate for its location.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Mika Chimes				S451 - Albert Corner	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendments to the plans may be rejected for failing to comply with rules that are not transparent to consultees.</p> <p>Consultation on the site allocation (LP2 element of the Western Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LP1) for 2020-2035. This has coloured the views of many attending the other online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the topics of meetings which have been coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees showed, or have been difficult to get into online.</p> <p>In general however it has been apparent both from LP1 and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing aspiration (of a) of c. 3000 homes pa. While LBWF has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the borough will meet expressed housing need. More residential development on the brownfield sites in the borough is not being delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an in zoom meeting. Shortage of doctors, hospitals, dentists, schools ect.</p>	<p>With reference to site S451 the chief driver in bullet point order is to provide 90 homes. It is unclear how that many homes can be provided on this site. One choice might be to build high but research the UCL (2017) High rise buildings energy and density has demonstrated above 6 storeys energy was increasingly difficult to reconcile with the boroughs green policies.</p> <p>While part of the site is derelict and could readily be re-developed, the corner site includes two retail units, Iceland and Sainsbury. According to the Alison Young 2013 Retail and Town centres survey 29% of visitors to the Iceland that come to shop at Iceland. Loss of this lobby might affect footfall at the Iceland.</p> <p>The same survey recognises the poor design quality of the Iceland site, but for some reason does not mention the similarly poor quality on the opposite corner of New Road. A historic view would suggest this should be considered at the same time. High quality landmark buildings would seem equally important on both corners of this junction.</p> <p>It was clear from the comments observable on Complanonline on this location, and from comments at the online consultations that many residents were concerned about the impact of housing development at this site on parking and public transport demand, as well as on local/social infrastructure. It was clear from the consultation presentation that it is assumed there will be no parking provision for new residents beyond disabled access. Objectors felt the residents will own private vehicles and therefore clog up existing shopping centre car parking; this could possibly be accommodated at the Sainsbury site but perhaps not if the proposed development takes place there.</p> <p>While a car is a big ask given that there is no rail station within easy walking distance and bus journeys to the nearest stations are subject to delays in the rush hour. Moreover residents may want to work in Essex and Hertfordshire for which a car is essential. The existing cultural facilities are also subject to a similar problem. Field homes to height of existing buildings, provide parking, healthcare, education ect.</p>	Yes	<p>do not feel the online consultations enabled attendees to participate fully in the time frame allowed.</p> <p>Positively prepared.</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified.</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning.</li> <li>• Having no regulatory or national planning barriers to delivery;</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the IDP should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough", in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	
Susan Marsh				S451 - Albert Corner	No	No	No	<p>Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an in zoom meeting. Shortage of doctors, hospitals, dentists, schools ect.</p>		Yes		<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing(s)?	If yes, please explain why?	Council's response
Ian McGill				S411 - Albert Corner	No	No	No	<p>I feel that the Site Allocation Declaration is not legally compliant, not sound and does not comply with the duty to cooperate.</p> <p>This is in strong opposition to the proposed developments around Albert Corner.</p> <p>To achieve the number of homes planned to be built on these sites, the only way of fitting them in each area would be to go up in the air with high rise!</p> <p>This form of housing is totally out of keeping with the existing character of the area and will cause 'harm' to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents. Without parking for the residents of these proposed developments this will cause massive parking wars in already very limited street parking around residents' Chingford Mount and would disadvantage older people.</p> <p>If the 90 homes at Albert Corner are built then residents of Brook Crescent and surrounding streets which back on to the site will be very affected. By building 90 flats on this site, obviously covered by the plan, owners, would completely destroy residents' way of life. Steing in the garden would be a thing of agony not pleasure as it is now.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing.</p> <p>Once these homes are built will there be extra doctors, hospitals, dentists and schools or just hollow promises to do so?</p>	<p>Please only build homes to the height of existing buildings and no higher and also provide parking for any new residents. Infrastructure should be provided for any new flats so as to not get a doctor's/dentist's appointment is extremely difficult. With so many new homes our local hospitals, schools and nurseries will be massively impacted, making things even worse for existing residents.</p> <p>We do not want to lose our existing supermarkets and certainly do not want these to be replaced by smaller ones.</p>	No		<p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified This means that the Local Plan should be based on a robust and credible evidence base including: Market/Market Testing: the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</p> <p>Effective This means the Local Plan should be deliverable, requiring evidence of: Sound infrastructure delivery planning. Having no regulatory or national planning barriers to delivery. Delivery partners who are signed up to, and Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the Local Plan. <a href="#">Local Plan Review should be consistent with National Policy, the NPPF, and the London Plan, as set out in the following table:</a></p>
Anthony G Thorne Lip				S411 - Albert Corner	No	No	No	<p><a href="#">Consultation Evidence Document for the Local Plan 2021</a></p> <p>The question asks to provide a definition of the law to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 16, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>11.12(a) Local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are:</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>based on the personal knowledge of the location and the problems associated with the development (I do not believe the plan to be sound)</p> <p>Currently Chingford suffers from a major problem with emissions from the Emersons Wake plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these have not been removed do we have doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the L2E zone and downwind of the road meaning that will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the L2E charge. But the rest of the area will also be subject to these increases and the proposed against the natural air flows possibly result in pockets with even higher increases.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases in anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problem with the Chingford Hall Estate where the 1960s tower block was removed as there were major problems with it and the matters listed above.</p> <p>If we took to the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In that it was realised in the 1920s that people needed space and open spaces were built with the aim of providing a better environment. This was the 1920s - Four high rises is supposed to stop everybody from having a sky!</p> <p>I have lived in WF all my life and Chingford over 40 years yet unless you are a surveyor or architect you don't get a 5/10. I have noticed why this is not suitable and why I don't think it is compliant, I am sure you can agree that with an alternative plan.</p>	No	<p>Because there are too many unanswered questions</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a reduction in carbon emissions, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is a identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an L2E planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
T Gaud				S411 - Albert Corner	No	No	No	<p>Throughout Waltham Forest you are building taller and taller buildings with no parking facility. In Chingford the schools are full, the GPs struggling, transport links are not sufficient to take this kind of masses of people. Also by taking more and more of the skyline you are destroying what is a green, open and village like feel to this part of the Borough. For years you have treated Chingford like an afterthought with little spent on us compared to the 'nicer' parts of Waltham Forest, and now you have run out of places to build you are keen to just build them high and pack people in tight. Everything is under too much strain already. Try building the houses first, including a hospital that we don't have to go £12.50 a day to visit and then think of some sensible lower buildings rather than this.</p>	<p>build homes to height of existing buildings, provide parking, healthcare, education, etc.</p>	No		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2020).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Dionne Opel				S411 - Albert Corner	No	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public/joint meeting to advise residents, only an online Zoom meeting. Storage of doctors, hospitals, dentists, schools, etc.</p>	<p>build homes to height of existing buildings, provide parking, healthcare, education, etc.</p>	No		<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2020).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a reduction in carbon emissions, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 6,000 homes per year across London.</p>
										Yes		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S451 - Albert Corner	No Response	No Response	No Response	Where is the provision for extra parking, school places, doctors, vehicular access to emergency services. More traffic means more pollution and accidents. Slowing the traffic means more pollution	Limiting the number of properties and also provide a few car parks for these residents or where do they park their cars? How are local doctors etc going to cope with all these extra people?			<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2023, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car tagged. Additionally, the Policies in Local Plan Part 2, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p>
Tarencofisher				S451 - Albert Corner	No	No	No	This appears to be an ill conceived plan, as far as I can see there is no provision for extra school places, medical care and parking amongst other things. Also the plans will alter the South Croydon skyline with little thought given to existing residents who risk being overlooked. We have received no information regarding this development as far as I am aware there have been no public meetings/leaflets, this makes it look like this is an attempt to get this approved without proper consultation.	Retain the character of the area by building homes to height of the existing housing, with provision for parking.		Residents need to be involved	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Gary Bagley				S451 - Albert Corner	No	No	No	Proposal is out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing. There is no parking provision and it will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, with a loss of privacy, daylight/sunlight, also there will be an additional demand for parking. The consultation is flawed, as no leaflets / public meeting to advise residents, only an online Zoom meeting. There is also a shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings only, provide parking, healthcare, education, etc.	Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Mark Knowles				S451 - Albert Corner	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide adequate parking, healthcare, education etc.	No	We need to know what is planned as we may believe it to be unsuitable and need changes made.	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Ian Hallett				S451 - Albert Corner	No	No	No	It is not in keeping with the existing buildings, architecture and skyline, and does not make provision for adequate parking and healthcare facilities.		No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Marilyn Trothman				S451 - Albert Corner	No	No	No	Unsound because you are presently canvassing for the pedestrianisation of Albert Crescent. Presumably this will be to allow the residents of these new 50 units a green space upon which to smoke their shisha pipes.	Make the existing near parking lot a green space for these 50 residents or, better still, don't propose to build such a high density development.	No	Looking forward to the Zoom meeting on the 28/11 and 13/12 to see how Joe Garrod continues to skirt around all the questions!	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Peter Labouz				S451 - Albert Corner	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube buses are overflowing often have to sit 2-3 hours because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube buses are overflowing often have to sit 2-3 hours because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Yes	Do not trust the council or planning teams	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Stephen Stocker				S451 - Albert Corner	No	No	No	Chingford is a low skyline area without high rises. The local plan is not sound or effective, as it completely disregards this. This also means the development put forward, goes against planning regulations in the sense that they will impact light and views. Subsidising properties, but not more factories, school places, etc, is misguided. The developments put forward do not fit into the neighbourhood and could lead to poor quality design. In South Chingford, there is no tube/train station and yet the proposals in the IDP will cause harm to the area. The siting of the sites are not correct either for example the New Road site is not Transitional for the reasons stated above. No justification has been provided for the density of the buildings/ number of units.	Reduce the height. Provide family homes, as against cramming in flats. There is no evidence that these proposals are in line with the need.	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
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Bill Rodney				S451 - Albert Corner	No	No	No	It has negative impacts on public transport provision in Albert Crescent if it is over development. It will increase pressure on car parking spaces causing pressure on surrounding residential areas. This should not be encouraging new development because of embedded carbon contrary to net carbon zero targets.	Allocate housing sites on land where a more human scale and green space is possible. Retain existing properties and extend with sustainable materials. Consult more widely on implications and details for Albert Crescent	No	-	<p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>In April 2020, the Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, the Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p>
Kay Anderson				S451 - Albert Corner	No Response	No	No	90 homes on that corner means tower block - ruining Chingford's high street and an Island and Superhub stores, the only ones in all of Chingford (never mind parking and lack of infrastructure planning). Council is building excessive housing, needs to be thoroughly investigated. These plans developed under Claire Clapham - see why the "reimagined" ..	Council needs to be thoroughly investigated re any planning as consent from top down - none of these plans bring any benefits to Chingford citizens.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Andrew Fearon				S451 - Albert Corner	No	No	No	Too many houses too little parking Height not compatible with area		Yes	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Paul Wallard				S451 - Albert Corner	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of building and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision. It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	No	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>



Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Richard Snape				S411 - Albert Corner	No	No	No	By making such narrow restrictions on how the public can respond to a consultation this process automatically fails in its duty to consult as it renders it probably impossible for a non expert to make a compliant response. More specifically this site allocation fails to respect the character of the existing street scene. 50 homes could only be achieved on this site with a building of excessive height, so setting that as an objective is in conflict with the duty to respect the existing character of the area.	A site requirement indicating a maximum of four stories in order not to dwarf the existing predominantly three storey buildings, would place a reasonable constraint on over development.	-	-	This response is noted.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
-				S411 - Albert Corner	No	No	No	Chingford does not have provision for more people! Not enough Doctors, Schools, traffic in New Road (obscure). There is very limited parking and facilities in Chingford. I have been a resident for 60 years when Chingford belonged to Essex, it was a village 'Net' a London borough!!!		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Karen Nash				S411 - Albert Corner	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	-	-	There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasizes the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  This response is noted.
Conservative Councillors (Valley)				S411 - Albert Corner				Although this is not in Valley ward, we feel that it deserves comment from the Valley Ward Councillors, partly because of its proximity to Valley ward but also because it mentions: "Contribute to transforming Albert Crescent into a pedestrianised public space with green amenity and play space (enhance the public realm at the junction of Hall Lane and Old Church Road)". There has been some discussion and it has been indicated in other documents (again separate to this document) that the bus terminus at Albert Crescent will be moved, there is no information on where it will be moved to and may disappear altogether. It is well established that development, particularly intense development, should take place around transport hubs. If the transport hub at Albert Crescent is to be removed, we would argue there is no justification for this kind of development proposal.		No	-	The further review and revision of Local Plan Part 2, followed by an additional Regulation 19 consultation will give the opportunity to fully review this site allocation in line with the Chingford Mount Area Framework and related consultation responses.  The two part Local Plan expects new development to be car-free in order to create safe places and improve air quality, unless it can be demonstrated through a robust Transport Assessment that additional car parking is required. Any additional car parking would have to comply with London Plan standards. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion and parking problems as well as significantly improving air quality.  All submitted planning applications that do not meet the London Plan "Net Car" definition are subject to viability review, which the Council has independently assessed.
Stephen Tyler				S411 - Albert Corner	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	-	-	There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasizes the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  This response is noted.

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Senne Heath				S411 - Albert Corner	No	No	No	This is over development. The area does not have the infrastructure to support these homes. A development of this scale, in the area, is not sustainable or conducive to residents. 90 homes equate a minimum of 90 new residents. The transport and medical services can not support this!		-	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Vicki Beaver				S411 - Albert Corner	No	No	No	No facilities for increased police, schools, health care, car parking suitable retail outlets, to not in keeping with the area. No car parking in a already busy road. It not needed or wanted I. Will block light to homes and gardens.	Don't build	-	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/nightlight.</p>
R Stoddart Esq				S411 - Albert Corner	No	No	No	This building would be a nine storey eyecore, a monstrosity in the area. It would be completely not in keeping with local buildings, is, shops with maybe two flats above or houses with gardens. Adjacent houses will be overlooked, they will lose their privacy and how neighbours from the flats peering into their gardens.  I also feel that the Council have not made their proposals widely known to local residents. Most residents do not even know what the proposals are. Where are the leaflets to let people know what is happening? There have been no meetings.  People not online have no clue what you are planning. Many residents will suffer severe anxiety about this but no one seems to even want to let them know about it.	Any new developments should be kept to the same height as existing buildings.  Local residents should be notified by post about the proposed developments. They should not find out when the demolition people arrive	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to the spike in the number of Covid-19 cases being recorded at the time the Council decided to hold the engagement meetings online for the safety of our residents and officers.</p>
Guy O'Neill				S411 - Albert Corner	No	No	No	How does a tower block contribute to the mount at Chisford 7 Parking?	leave it as is and improve , update shopping and more support for local business	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requires that replacement commercial floorspace is reprovided, ensuring that the site still provides economic opportunities.</p>

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Mark Knowles				S411 - Albert Corner	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no feedback/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospital, dentists, schools, etc.	Build homes to height of existing buildings, provide adequate parking, healthcare, education etc.		We need to know what is planned as we may believe it to be unsuitable and need changes made.	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.</p> <p>The allocations require affordable housing in line with the policy approach set out in Local Plan 1.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchment areas.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Na				S411 - Albert Corner	No	No	No	Too many new homes with no infrastructure to support. High Rise buildings will overshadow residents.	Build less homes, rebuild dated retail space. Don't squeeze every single bit of money out of death govt. Your decision makers should be backed up for all the obvious back handers they take, it's literally common knowledge. Absolute joke.	Yes	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Clifford Gray				S411 - Albert Corner	No	No	No	The blocking off of access to Cheryoban Avenue from Albert Crescent will not allow existing residents to have access to their property and cause even more congestion in the area.	By setting up traffic lights at the junction of Albert Crescent and Hill Lane would give pedestrians a second crossing and allow traffic and buses to use Albert Crescent easily.	Yes	I do not agree with the proposed plans as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Susan Reynolds				S411 - Albert Corner	No	No	No	Not in keeping with the area. Too big	Smaller build	Yes	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
David John Anderson				S411 - Albert Corner	No	No	No	Too many homes	reduce	No	Simply to judge	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Les Adzila				S451 - Albert Corner	No	No	No	<p>----- Original message -----</p> <p>This letter is in strong opposition, specifically but not exclusively, to LBWP's 4 proposed development sites around Chingford Mount. The:</p> <p>Sent from my Huawei phone</p> <p>Subject: Chingford Mount Overdevelopment</p> <p>This letter is in strong opposition, specifically but not exclusively, to LBWP's 4 proposed development sites around Chingford Mount.</p> <p><b>namely:</b></p> <ol style="list-style-type: none"> <li>1. Lip to 90 new homes on Sainsbury and Council car park.</li> <li>2. Lip to 90 new homes on Albert Corner.</li> <li>3. Lip to 25 new homes on former South Chingford Library.</li> <li>4. Lip to 280 new homes on Larkwood Leisure Centre &amp; Nursery site.</li> </ol> <p>Whilst we are not totally against development, progress and more homes in the area, these should not compromise other established residents. The proposed developments would be out of keeping with the surroundings. Much like the Chingford Mount Sainsbury's proposed development. The proposal for 90 new homes on this site is ludicrous &amp; completely in line with Waltham Forest's ongoing mission to reduce Chingford to a giant Council Estate. LBWP's "harvesting" 1970's experiment on Chingford Hill Estate cost millions to rectify in the 1990's.</p>	<p>Build to a max of 3 stories and provide ample car parking increase infrastructure to accommodate expanded population</p>			<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and healthcare facilities. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and safer buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall safer buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Neil Hooper				S451 - Albert Corner	No	No	No	<p>1. This is a local planning authority must" (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 34(1). 18(1) A local planning authority must" (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p>	<p>Directly reduce the proposed number of homes. To provide better quality homes with adequate parking. Much like the copy modifications you carried out on Chingford Hill Estate. Build it better, build it once!</p>		<p>To ensure residents aren't ignored as usual.</p>	<p>The London Plan (2021) has a 2 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Anthony G Thorne Lip				S451 - Albert Corner	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012 (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 34(1). 18(1) A local planning authority must" (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Edmonton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these have will be removed do have doubts as will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. But the rest of the area will also be subject to these increases and the proposed use of the natural air flows possibly result in pockets with even higher concentrations. Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density bring about the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hill Estate where the 1960's tower block was removed as there were major problems with all the matters listed above. If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In the it was realised in the 1920's that people needed space and New Towns were built with more open space and green areas. This is the 1960's a</p>	Yes	<p>Because there are too many unanswered qu</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connectors must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
DownT Matter				S451 - Albert Corner S452 - Albert Corner	No	No	No	<p>leave Chingford alone!</p>	<p>leave Chingford alone!</p>		<p>No one wants your flats</p>	<p>This response is noted.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Dillon				S451 - Albert Corner	No	No	No	<p>It does not take into account any impact from local people.</p>	<p>Inclusive consultation by way of consultation letters sent to every person over 18 living in Waltham Forest. Act only on the results of the consultation. Alternatively have the consultation with all the representative residents associations/committees within the borough and that if those that are not represented by any committee to obtain the views as above.</p>	No	<p>Please explain this question</p>	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Radar Quorals				S411- Albert Corner	No	No	No	The site is adjacent to residential area which will be impacted significantly. A nine storey building at the current site will be out of character of the whole surrounding area. There is insufficient parking available currently and no additional provision has been taken to accommodate parking for the additional 90 homes. Residents at Brook Crescent especially 84-108 addresses will have loss of privacy, daylight/sunlight. This scheme has not been made available to the wider community of Chingford and discriminates against the older community of Chingford which makes a greater proportion of the community in Chingford due to having these proposals made available online only. No public meetings have been held to advise the community. The current infrastructure does not support this scheme either. There is already shortage of school places. The GP clinic are overwhelmed with appointments provided with a waiting time of over 2 weeks. Public transportation has not been updated to accommodate the proposed plans.	Build homes at the height of existing buildings. Provide additional parking, additional services to education and healthcare.		-	<p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Dairy Gatehouse				S411- Albert Corner	Yes	Yes	Yes	My issues in the fact you have closed down a library for a much smaller space and planning to build a huge polluting incinerator a mile away...			I think you need to discuss this with the people it effects!	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The North London Waste Authority is the authority responsible for the management of the North London Heat and Power Project. The redevelopment of the Edmonton EcoPark seeks to deliver improved waste capacity and a more environmentally sustainable solution than the alternative options considered. The Edmonton Development Consent Order was approved by Government in 2017.</p>
Clifford Gray				S411- Albert Corner	No	No	No	The proposal to block off access to Cherrydown Avenue from Albert Crescent will deny residents accessing their property and cause even more congestion in the area. Any redevelopment of Albert Corner should be no higher than the existing building to ensure the privacy and natural light of nearby residential properties is maintained.	Install traffic lights on the junction of Albert Crescent and Hall Lane to allow a second pedestrian crossing and ease the flow of traffic, and buses from Albert Crescent. Albert Corner should be kept for much needed shops for local residents.	Yes	I do not agree with the proposed plan as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Janette Anne Tyler				S411- Albert Corner	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
-				S411- Albert Corner	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to the height of existing buildings, provide parking, healthcare, education etc.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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				S411 - Albert Corner	No	No	No	Proposed development would be out of keeping with the area. They cannot be delivered within policy compliant levels of affordable housing. No provision for parking will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked with loss of privacy/daylight/sunlight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only an online zoom meeting.	Build homes to height of existing buildings, provide adequate parking and infrastructure to meet the needs of an increased population		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Robert Deering				S411 - Albert Corner	No	No	No	Any high rise development will contrast with the current low height aesthetic at Chingford Mount, and spoil the very enhancement you are trying to create. Putting shoppers, diners and planted areas in the shade of high buildings will create an oppressive atmosphere on the high street. Lack of sunlight and wind tunnel effect will reduce the success of planting and the experience of shoppers and diners.	Ensure that building height does not exceed four stories. The council must also assume the responsibility to maintain planted areas, and not leave it to volunteer groups. The Metropolitan Police and emergency services must be consulted to ensure that they can cope with a larger population, and successfully access the new built up areas in the case of emergencies.		I would like to participate in the decisions taken in the development of the town where I live.	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
Lloyd Parkinson				S411 - Albert Corner	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflet/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Yes	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.</p>
Dr Shabib Khankar				S411 - Albert Corner	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking. Furthermore, the Consultation is flawed as there was no leaflet/public meeting to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	I consider building homes to height of existing buildings to be necessary. I consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	Yes	As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me in way of loss of privacy, loss of light and development out of character for the area.	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The consultation was published both on the Council's website and social media pages and in the Local Newspapers. Due to the spike in Covid-19 cases at the time, the Council took the decision to hold all meetings online for the safety of our residents and Council officers.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Karen McGill				S451 - Albert Corner	No	No	No	<p>Contrary to the assurances of the Council, most people in the vicinity of Chingford Mount did not receive a letter about the Consultations in January. We have a Facebook group of over 740 members where this has been confirmed.</p> <p>The Council assure me that they have ticked all the boxes in advising residents about the Consultations but they have only advised people online. We had no public meeting. We had a Zoom meeting where Sarah Parsons answered questions so quickly to a pre-emailed list of questions from our Facebook group representatives, and no one could understand the answers. LBWF then refused to give us the promised meeting transcript, merely the "chat transcript. Obviously this did not answer our questions.</p> <p>The Zoom meeting capacity had to be increased but by the time it was, many residents could not get the link to join the meeting in time.</p> <p>LBWF insist they had public engagements to advise locals of their plans but sadly this was not the reality.</p> <p>Two Council representatives stood outside #228 Chingford Mount Road, subsequently moving on to Albert Crescent. They had nothing to make people aware of who they were apart from banners, but one of the women had hers underneath her scarf. There were no posters to advise who they were or what they were doing. A tiny advertisement on the Council website was all that advised residents but nothing for those not online. There was no poster and the banners were advertising a road event. Banners were "apparently" available at Age Concern and #228 Chingford Mount Road, but no one not online would have known. Notices have been displayed in the windows of 228 and the Community Library but the plans are too small to read. How can residents comment on the plans when they don't know what they are? It's a disgrace!</p>	<p>Flats should be no higher than existing buildings.</p> <p>LBWF should not exceed government directive of number of flats to be built.</p> <p>Flats should be built on existing derelict sites, ie site at junction near Morrisons in Chingford Mount rd and the site on the corner of Templeton Ave and St John's rd but built to less storeys high.</p> <p>LBWF should provide sufficient parking for any new flats.</p> <p>More doctors, dentists, schools and hospitals should be provided with any new flats.</p> <p>Do not build high rise as it is not good for mental health of residents and causes untold social problems.</p> <p>Do not build high rise flats next to existing residents causing loss of privacy, light, sunlight.</p>	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Doreen Matier				S451 - Albert Corner	No	No	No	<p>STOP BUILDING MORE UNWATES HOMES. Over priced. No parking. Cheaply built flats. Enough You are ruining the area.</p>	<p>STOP BUILDING MORE UNWATES HOMES. Over priced. No parking. Cheaply built flats. Enough You are ruining the area.</p>	No	No one wants your flats	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 23,840 new homes (1,264 per year) based on a London wide assessment of capacity/available sites in 2021/26. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a neworwity alleviation of congestion, parking problems and improve air quality.</p>
Karen McGill				S451 - Albert Corner	No Response	No	No Response	<p>There is a general requirement not to cause "harm" to the amenity of existing residents.</p> <p>Properties in Albert Avenue will be dominated by this development a few metres from their rear boundary with over-looking and attendant loss of privacy.</p> <p>A 9 storey block would be very ugly and not in keeping with local buildings, ie, houses with gardens and low rise shops.</p>	<p>There is a general requirement not to cause "harm" to the amenity of existing residents.</p> <p>Properties in Albert Avenue will be dominated by this development a few metres from their rear boundary with over-looking and attendant loss of privacy.</p> <p>A 9 storey block would be very ugly and not in keeping with local buildings, ie, houses with gardens and low rise shops.</p>	No	-	<p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Glynis Devlin				S451 - Albert Corner	No	No	No	<p>Not enough residents were made aware of these plans therefore causing many to make late/missed responses and some no opportunity at all. The plans are not very specific, making them difficult to evaluate. What do I know is that we do not need another 90 homes on this site together with the 90 homes on the Simons's site. The area is quite densely populated as it is. No one wants overpopulation which brings with it many problems including more crime. There appear to be no plans for parking. It's extremely difficult to park anywhere on Chingford Mount as it is, and to further add to traffic congestion is not an option. I assume that these 90 homes would be in high-rise blocks. I don't believe the density, height and style of development is in keeping with this sub-urban area. This is not a town or city where high-rise may blend in. People come to sit in outside the many cafes and restaurants Chingford Mount offers and neither residents or shoppers want to be looking at high-rise. Again, where are the plans for additional services, ie, healthcare, including mental care and schooling.</p>	<p>I consider these modifications necessary to make the local plan legally compliant and sound: the new buildings be the same height as the current layout or no more than three storeys high, thereby reducing the number of extra residents coming into the area. To include resident's parking areas within the complex.</p>	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a neworwity alleviation of congestion, parking problems and improve air quality.</p>

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Jacur Alexander				S411 - Albert Corner	No	No	No	Without having to copy the wording here, I would refer you to Policy D9 of the London Plan (page 138) with regard to "Tall Buildings". I do not believe that planning for a 8 storey (or even a 4 storey) building on this particular site adheres to this Policy. Chingford Mount is a suburb - as you have stated in this consultation, it is a "Gateway to the Forest". A building of this proposed height would look ridiculous and out of proportion to the rest of its surroundings, being between predominantly 2 storey high. Not only that, but the building would be south facing towards Chingford Mount Road, which would mean that for the rest of the day, a building of this height would cast a shadow over the "newly pedestrianised" Albert Corner and Old Church Road, and for the rest of the day it would cast a shadow over homes in Brook Crescent and New Road - evidence has come forth that a lot of these residences affected in Brook Crescent/New Road have had no balconies through their doors.	In order to modify and make the plan legally compliant, I would refer you to the Policy mentioned above and ask that you read it very carefully, and then - in keeping with our Chingford suburb - redewlop that corner to the same height as its surroundings.	Yes	I would like to be kept in the loop about all aspects of this.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Aafreen Khankar				S411 - Albert Corner	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting.  There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	I consider building homes to height of existing buildings to be necessary, consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Due to a spike in the number of Covid-19 cases being recorded at the time, for the safety of our residents and officers, the Council decided to hold the engagement events online. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.
Clifford Gray				S411 - Albert Corner	No	No	No	The site is the central area for shopping in South Chingford and not suitable for residential use. A nine storey building would look out of place and will affect people living in the properties nearby.	The property should remain as shops which are short in supply in this area and should be no higher than the existing building.	Yes	I do not agree with the proposed plans as they are not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Tom Wise				S411 - Albert Corner	No	No	No	This area suffers from high traffic density and pollution. These plans seem to make it worse. It is not a suitable area for what is planned.	sensitive minor improvements	Yes	Because WFC consistently ignore local resident views in Chingford. They seem to want to generate us for electing the wrong MPs	This response is noted.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.
C Coding				S411 - Albert Corner	No Response	No	No	There is no parking, the local community does not have the infrastructure for 80 homes, buses, GPs and schools are already over subscribed, as is the local hospital. It will make parking for the shops impossible thus impacting on local businesses.		Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
										No		

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Mark Manning				S451 - Albert Corner	No	No	No	No	A 3 storey building will totally change the whole perspective of the area, over powering all other buildings.	Maximum 2 storey building inline with other buildings and homes	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
-				S411 - Albert Corner	No	No	No	No	The area surrounding this site is of art deco design and any regeneration should be sympathetic to this style. This map does not show high rise buildings as other Waltham Forest plans show and I formally request you justify this to people here clear and concise information as in the proposals. The Art Deco design which can be seen on Albert Crescent and along Old Church Road should be the style of any future development in the vicinity. Art Deco is not high rise and as such any high rise will detract from the Art Deco fine stonework already present. To enhance this Art Deco will create a stunning destination and individuality to the area.	Referring to the Art Deco buildings surrounding this site, high rise building would not be compliant nor in keeping with the area in the vicinity. Any development should be in keeping with Art Deco to enhance and complement Albert Crescent. I refer you to the block and barometer stonework and the curve of Albert Crescent - all Art Deco.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
-				S411 - Albert Corner	No	No	No	No	Unaware of any public consultation to transform Albert Crescent into a pedestrianised public space. New housing will increase pressure on already inadequate local services eg schooling, health and retail. Provision of 90 homes on this site suggests that it will be several storeys high which is not in keeping with the local streetscape.	Reduce residential density.	-	-	This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.
Patricia Andrews				S411 - Albert Corner	No	No	No	No	Overdevelopment in high rise blocks, leading to loss of amenity (privacy, daylight, sunlight etc) No parking provision in what is already congested street parking, lack of consultation with residents, no allowance for extra services such as schooling, healthcare, exceeding housing requirement of the London Plan. Out of character with present 2 storey buildings, shops and nearby community buildings.	Do not exceed height of existing buildings; drastically reduce the proposed building blocks of flats. Provide car parking for residents. Provide facilities for healthcare, education, child friendly space. Stop on road parking on New Road to improve traffic flow especially for buses.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Tracey Wilcox				S411 - Albert Corner	No	No	No	No	The infrastructure is not in place to support mass increases in this volume of new homes being built, especially with the other 2 proposed builds on Sainbury and Island shops located at Chingford Mount. There is already a shortage of basic amenities eg doctors, schools, dentists. This build would also destroy one of the historic frontages in this area.	Identify areas for schools to be built as well as encourage new doctors/dentists in this area	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  In Local Plan Part 1, Policy 72- Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any divergence from these issues that would lead to either substantial harm or total loss of a designated heritage asset.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Zahra Kabeem				S411 - Albert Corner	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, this Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting. There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit.	Consider building homes to height of existing building to be necessary consider the provision of more parking to be necessary; the provision of more healthcare, education and public services to be necessary for this plan to be compliant and sound.		As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me by way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Due to a spike in the number of Covid-19 cases being recorded at the time, for the safety of our residents and officers, the Council decided to hold the engagement events online.
Seawart Newton				S411 - Albert Corner	No	No	No	Proposed development would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, have a loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets or public meeting to advise residents only an online zoom meeting. Shortage of doctor/healthcare, dentist, schools etc.	Build new homes to the height of existing buildings, provide parking, healthcare, education, etc.	Yes		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Patricia Andrews				S411 - Albert Corner				These proposals would change the nature of this area for the worse and cause congestion. High rise flats would affect privacy, day light and sunlight to present residents. There is no provision for the extra car parking which would be inevitable. There was no consultation, no meetings. The housing proposals for around the London Plan. The need for increased schooling, healthcare etc. is not considered.	Not to build higher than existing buildings. Reduce the number of proposed flats drastically. Provide child-friendly areas. Provide extra car parking and not allow street parking near the junction so that buses can pass. Provide medical and educational facilities.	No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Mrs Malama Banfield				S411 - Albert Corner	No	No	No	Once again, you have failed to inform the residents of Chingford Mount that this is being planned. I received consultation through my door (Middleton Avenue) regarding the 20mph limit on roads in the area, yet something like this, which is far more disruptive, nothing! If you pedestrianise Albert Crescent, where are the buses going to go? The traffic that wants to go to Cherrytree Avenue and other roads will cause increased traffic on Priory Avenue, Hurst Avenue and Middleton Avenue, not to mention Washam Way all of which are already too busy. Albert Crescent a play space? It's a shopping area not a park! There are already enough people hanging around that area especially since that weird police building was built... as far as the Met Police will tell you, Albert Crescent must be highly policed and not suitable for children to play there. As for as new homes are concerned, Chingford Mount does not have the capacity in the schools and healthcare to cope with these people. Parking for these new residents is also going to be a huge problem and how tall is this building going to be. Also, where are Iceland and Sainsbury going to go? We don't have many shops there so it is, Iceland use their carpark at the back to receive large lorries delivering to the store. How would they deliver?	Forget the Albert Crescent plan for the reasons I have mentioned above and provide parking, school and healthcare for these new residents. Plus the building should be the same height it is at the moment and leave Sainsbury and Iceland alone.	No		This is needed. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.
Aj				S411 - Albert Corner	No	No	No	Qing how can you even think about building that many homes there, flooding. Leave Chingford alone, stop making it a mess like the other parts of the borough. Chingford has always been the forgotten part of the borough & now you want to build it up! how can this even be possible to build that amount of flats on that site.  we dont have enough gp Practices, schools, dentists etc. It already takes 2 weeks or more to get a doctors appointment, there are no rth dentists & schools are so full, with a lot of children that dont even live in the area. We have one hospital in the borough, which is so full most of the time, it takes months & months to get a appointment. Just think about your actions now! before you start something that will cause carnage		No		The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.

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Christine Hagg				S411 - Albert Corner	No	No	This has not been sent to residents who live in the terraces around Albert Crescent to consider. How are we supposed to access our homes without adding further congestion and pollution on surrounding already congested roads.	think it should be discussed more with locals for their input with flats being included in the plan what infra structure been provided for schools and doctors which are already over subscribed to	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Sue Cooper				S411 - Albert Corner	No	No	Again high rise. I have no objection to homes but deterioration of our terrace and skyline is not acceptable	-	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Russell Wellard				S411 - Albert Corner	No Response	No	-	New building should not be higher than the one currently there. Tower blocks are not suitable for Chingford Mount.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Jayne				S411 - Albert Corner	No Response	No Response	This will lead to overcrowding and pressure on local resources that are already over capacity. Chingford has a strong sense of community and such substantial change as proposed across these three sites will be detrimental to this.	Any change of purpose and implementation of residential dwelling should be within the existing space of the building and not involve any expansion. High buildings are not in keeping with this area which is primarily made up of two storey residential houses.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
D Nurse				S411 - Albert Corner	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with the policy compliant levels of affordable housing. There are no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, loss of daylight/sunlight, additional demand for parking, additional traffic congestion and pollution. The consultation is flawed as there has been no leaflets or public meetings to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools.	Build homes and structures to the height of existing buildings. Developments should be in keeping with the area. Provide necessary parking and amenities. Provide additional services to support developments such education, transport links, healthcare and education.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Key Voller				S411 - Albert Corner	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-loaded and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling in doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed: there have been no hallats or public meetings to advise residents, only an online zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents!	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Andrew Stoddart				S411 - Albert Corner	No	No	No	90 new homes contributing to the 482 in total allocated for South Chingford. Public services cannot cope!		No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate housing from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 61,000 homes per year across London. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Zahr Aghar				S411 - Albert Corner	No	No	No	We do not need any more flats in the area. The local amenities cannot and will not be able to cope. The council are simply building on every plot of land available with for consideration for the local community and residents.		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S411 - Albert Corner	No	No	No	out of keeping with the area also not allowing for residents parking	build homes to the height of existing and provide parking not take it away	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
John Bucknell				S411 - Albert Corner	No	No	No	proposed developments not being built to existing laws and requirements no parking provisions will disadvantage all people, services will not be upgraded to suit the amount of new homes and people intended to live in area.	build homes to height of existing buildings, provide parking, healthcare etc.	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
										No		

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Ernesto Masala				S451- Albert Corner	No	No	No	No	No consultation			-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Terry Minas				S451- Albert Corner	No	No	No	No	Not enough public consultation- many older residents unaware as no social media. Workfully poor communication- out of character with surrounding area.	Do not do it.		no one is listening to the residents of Chingford -11	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Paul Leahy				S451- Albert Corner	No	No	No	No	Leave it alone. Chingford does not need new flats. There isn't enough room for new builds		Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.
-				S451- Albert Corner	No	No	No	No	Traveling towards the cemetery, at the end of this parade of shops is a larger parcel of land, created when 3/4 shops were demolished some 8/10 years ago I believe that this would far better suit your plans. Presumably, the planned developer has gone into liquidation, and perhaps the land in question be compulsorily be purchased.	Regarding my comments above, development on this land would cause far less inconvenience and interruption to the retail businesses affected in your plan.	No	-	The sites included in LP2 have been through a comprehensive selection process which has factored in national and regional policy and assessments as well as 'Call for Sites' exercises which were undertaken during the plan preparation period, which invited landowners/developers to put forward sites. These have strongly informed the council's decisions when deciding scope and location of development in the borough. We feel the sites that we have chosen ultimately will help us to meet our strategic objectives and build more housing in the borough.
Terry Minas				S451- Albert Corner	No	No	No	No	There has not been a sufficient consultation with local residents	Those residents on social media are not able to access the required consultation documents	Yes	no one is listening to the residents of Chingford -11	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to the spike in Covid-19 infections around the time of the consultation, the Council decided to hold the engagement events online for the safety of our residents and officers.
Jennie Heath				S451- Albert Corner	No	No	No	No	The consultation process conducted by the Council has been seriously flawed in my view. There appears to have been very little consultation or publicity in hard copy form provided to residents and businesses for those areas affected. The "Residents News" has been provided on line and has mentioned the Local Plan occasionally but there has been little reference in the Council's quarterly "Witham Forest News". As has been pointed out to Cllr Simon Miller, the Portfolio Holder for Regeneration, not everyone is on line and indeed a number of residents have stated that they "hate reading" about these plans which would have a life-changing end in some cases upsetting reaction to those affected. Indeed two Chingford residents have had to pay out of their own pocket to distribute leaflets to residents to inform them of the plans and the deadline to respond. This is unacceptable and should have been the Council's responsibility which does appear to show a desire not to publicise effectively and areas that responses not received are regarded as supportive of the Plan. With Covid it is accepted that large meetings could not have been held with residents but other ways could have been found. The so-called "Tuesday" in the Town Square on 4 December 2021 would have been an ideal opportunity for officers to communicate with residents. It is known that two officers in attendance did not make themselves available to residents for questions and explanation of the proposed Plan and had no identification (ID) and the event can only be viewed as cosmetic as giving out expense freebies whilst deflecting residents from the importance of providing their views on the Local Plan. It was understood in early January 2022 that the Council were to liaise with residents within 5 miles of Chingford Mound but most residents have never received this. Again, this oversight is totally unacceptable. There appears to have been very little effort made by the Council in publicising the local Plan proposals in the pop up shop 228 Chingford Mound Road E4 and some cardboard display have only been shown lately. The Council's view in not having public meetings to explain their	Development should be in keeping. Infrastructure must be in place ahead of any development. To over populate the area will divide a community and build resentment		-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The Council took the decision to hold the engagement events online as a response to the spike in the Covid-19 cases being experienced and to protect our residents and officers.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
James King				SAS1 - Albert Corner	No	No	No	No provision for services		No	To keep the council accountable	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				SAS1 - Albert Corner	No	No	No	Its illogical and will provide more pressure to the community as there is no extra infrastructure	Decline the plan	Yes	Decline plan	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Ian McGill				SAS1 - Albert Corner	No Response	No	No Response		I believe there is a requirement not to cause harm to the amenity of existing residents. Properties in the local area will be dominated by this development being a few metres from the rear boundary with overlooking and loss of privacy.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
-				SAS1 - Albert Corner	No Response	No	No			No	-	This response is noted.
Patricia Moseley				SAS1 - Albert Corner	No					-	-	This response is noted.
Lorraine O'Hara				SAS1 - Albert Corner	No Response	No	No	There has been no consultation with the residents if they actually want these new proposals or the effect on their daily lives.	Talk to the people who live and work here and listen to their opinions and act in that.	No	So that people who live and work here actually get heard	This response is noted.
Taina Antoniou				SAS1 - Albert Corner	No	No	No			Yes	-	This response is noted.
Stephen Stocker				SAS1 - Albert Corner	No	No	No			No	-	This response is noted.
John Duffell				SAS1 - Albert Corner	Response	Response	Response			No	-	This response is noted.
John Duffell				SAS1 - Albert Corner	Yes	Yes	Yes			No	-	This response is noted.
John Duffell				SAS1 - Albert Corner	Yes	Yes	Yes			No	-	This response is noted.
John Duffell				SAS1 - Albert Corner	Yes	Yes	Yes			No	-	This response is noted.
Sanna Qureshi				SAS1 - Albert Corner	No	No	No			Yes	My property is directly affected by the development.	This response is noted.
-				SAS1 - Albert Corner	No	No	No			-	-	This response is noted.

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Tim Hancock				S451 - Albert Corner	No Response	No Response	No Response	<p>Strongly Object to this exaltation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to the existing degradation to the surrounding environment negatively affecting the current residents"</p> <p>This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and timely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions concerning not failure to control congestion, and defend the sanctity of the family by previous and current politicians, enthralled by commercial interests, and pushed on the public by propaganda from the media that is supported by corporate interests who are not attached to the community and therefore not affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and in virtue of following on the strengthening of English culture has been nurtured over many hundreds of years in this town and country. By its blood, spit and spirit, it is virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are evident in the history of this town and country.</p>	Reject based on continued degradation to local community and strain on local services, as pointed out above.	Yes	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing private and public spend, with a consent for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural debt one cannot see at a time. SO YES, STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response
-				S451 - Albert Corner	No	No	No			-	-	Positively Prepared
-				S452 - Albert Corner	Yes	Yes	Yes	I am not objecting to this, anything that makes the area look better is good. However, the disruption is going to be considerable. How is the sound going to alleviate the inconvenience to the residents and commuters?	am not objecting to this, anything that makes the area look better is good. However, the disruption is going to be considerable. How is the sound going to alleviate the inconvenience to the residents and commuters?	-	-	Response noted.
Sam				S451 - Albert Corner	Yes	Yes	Yes	Yes	Chicken shop	No	-	*
Rafiq Fisher				S452 - Moorpoint, Sewardstone Road	No Response	No	No	<p>Waltham Forest Local Plan (LFP) 2020 - 2035 Policy 11 A, iv, states: "400 homes in the Sewardstone Road strategic location". Between S452, S453 and S454 there is a 'indicative development capacity' of 477, an increase of 130% above the plan. So LFP 2 is not in alignment with LFP 1. This is also the numbers before developers claim they need to further increase density to fund affordable units and S106 agreements.</p> <p>Policy 11 C states: "Strengthen, support and encourage existing and new employment opportunities". S452 and S453 are commercial land, so designating area for residential development does not align.</p> <p>Policy 12 J ii states: "Contributes to the improvement of... walking and cycling accessibility, connectivity, permeability and legibility to provide for improvement of active travel facilities along Lea Valley should be included in the Development guidance."</p> <p>Waltham Forest Local Plan (LFP) 2020 - 2035 states that: "Lease will benefit from having improved transport access via links to Crossrail 2 stations in Enfield to the west. This will enable the expansion of the Sewardstone Road neighbourhood centre".</p> <p>As Crossrail 2 has been suspended it is very unlikely that it will be built within plan timeframes, therefore it should be removed from consideration and only current facilities and projects with confirmed funding should be included.</p> <p>The S452 plot provides commercial land with limited adjacent boundaries with residential properties, a rare feature in Waltham Forest. Development as a primarily residential plot would limit the options for commercial use.</p> <p>Waltham Forest Local Plan (LFP) 2020 - 2035 states that: "Transition" locations should have tall limits of 19 to 27 stories. This level of identification is inappropriate for the Sewardstone area, as it is not in line with the local character, and available public facilities. No mention of the Sewardstone area in the Development guidance.</p>	What is the duty to cooperate and what makes a plan sound or not sound, is this consultation for the public or planning officers?	-	-	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including urban requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning;</li> <li>• Having no regulatory or national planning barriers to delivery;</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p> <p>The Duty to Cooperate which underpins the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to resolve the effectiveness of the Local Plan Document, has not been met.</p>
-				S452 - Moorpoint, Sewardstone Road	No Response	No	No	<p>Unapproved local plans are being used as the precedent rather than the existing buildings.</p> <p>Planned buildings are totally out of keeping with the area.</p> <p>Highly insufficient transport links and parking provided. The area is already severely congested during the day.</p> <p>No planned increase in health provision planned nor extra schools.</p>	<p>Buildings should be more than 3 stories to remain in keeping.</p> <p>Extra transport links should be provided before completion. Crossrail 2 will not be completed in time if ever.</p>	No	-	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including urban requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning;</li> <li>• Having no regulatory or national planning barriers to delivery;</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p> <p>The Duty to Cooperate which underpins the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to resolve the effectiveness of the Local Plan Document, has not been met.</p>

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				SA52 - Moorpoint, Seawardstone Road			Unapproved local plans are being used as the precedent rather than the existing building. Planned buildings are totally out of keeping with the area. Totally insufficient transport links and parking provided. The area is already severely congested during the day. No planned increase in health provision planned nor extra schools.	Buildings should be more than 3 stories to remain in keeping. Extra transport links should be provided before completion. Crossrail 2 will be completed in time if ever.	-	-	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The Inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding, the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barrier to delivery. - Delivery partners who are signed up to it and - Coherence with the strategic or neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
				SA52 - Moorpoint, Seawardstone Road	No		The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.	The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.	-	-	This Duty to Cooperate which is demonstrated through the Council's cooperation and commitment to work towards the achievement of the objectives of the Local Plan Document, before and during the examination process. Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and health care facilities. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				SA52 - Moorpoint, Seawardstone Road	No		The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.	The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.	-	-	Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and health care facilities. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Donna Vaughan				SA52 - Moorpoint, Seawardstone Road	Yes	No Response	Highroad properties will not match existing area, and will not be in keeping with the area. Such properties are historically known to encourage social problems such as higher crime. Large number of units but very little parking allocated which will have a big knock on effect to existing residential areas, especially as there are only a couple of bus routes in the area. Density of the number of homes. Existing services (healthcare, schools) will not be able to cope with the increased population in the area once project is completed. Expected congestion in the area during construction at a busy junction and afterwards due to increased population.	With nearly 400 units the issue of additional services needs to be addressed, new GP services, schools and parking with the prospect of at least 800 new residents. The area will need additional services. Car parking issues for both the development and the surrounding areas is due to the limited public transport links in the direct area I believe many will have cars. The community feel of the area will be lost as development will create a highly populated town like feel. Could the number of units be reduced using a lower road development instead.	-	-	Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and health care facilities. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use. Through the evidence published in the Characterisation and Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

No

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Alan Smith				SA52 - Moorpoint, Severstone Road	No	No	No	Please explain what this jargon means	Too many properties Too high This is a one-off project already. Concerns about the increased risk of crime could become a gathering point. Local social infrastructure is at breaking point as it is (GP access, Dentists).	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Gleke Coups				SA52 - Moorpoint, Severstone Road	No Response	No	No Response	This plan for so many large and high buildings is entirely out of keeping for this area as a gently meandering forest. I think anyone who approves this now will seem to have planted a bomb on the entry to the forest and started the degradation and destruction of this highly important environment and amazing local resource. That's before I ask how this development will be managed for transport on a road that already backs up in all directions and not just at busy times of day. Where are the local childrens and health resources coming from with all the noise and gas already overabundant? The over-riding focus seems to be how many homes can be packed in to this small area. I cannot see any benefits for the area or the potential residents packed in to this space between closed roads and flood zones as water levels are expected to rise.	Limiting to three storey development and reduce overall increase in resident numbers and the impact visually and on the local environment. I cannot see how increased density will be managed or why this development would be awarded exemption for building on flood prone land. I cannot see how it can be managed or why this development would be awarded exemption for building on flood prone land. I cannot see how it can be managed or why this development would be awarded exemption for building on flood prone land.	No	-	<p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>
Mike Chimes				SA52 - Moorpoint, Severstone Road	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with rules that are not transparent to consultees. Consultation on the site allocation IDP element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan IDP for 2020-2026. This has obscured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been followed by political point scoring, with officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had difficulty low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from IDP and what has been stated at consultation meetings a major driver for the reclassification of development across the borough has been a housing target of c. 3000 homes per year. While EWRF has a large need for 100000, and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More consultation is needed to ensure that the plan is not legally compliant.	It is suggested that until master plans are developed, through consultation, for the main centres identified in IDP a ring road consultation on individual sites is possible with reference to site SA52 the chief driver of a bullet point order is to provide 385 homes. It is unclear how that many homes can be provided on this site with the other proposed uses. One choice might be to build high but research eg LUL (2017) High rise building energy and density has demonstrated about 6 storeys energy use increases difficult to reconcile with the Borough's green policies. This site is one of a number of "garage sites considered for development. The Borough's strategic objectives refer to the provision of a variety of employment opportunities, individually this might not represent a great loss of a facility or vehicle related employment, but there needs to be holistic view of the demand for garages across the area, which is far more motor vehicle dependent than southern Waltham Forest. The site is noted as "More vulnerable yet it is not clear whether this has been considered in terms of the intensity of development, and how realistic the target of 385 homes would be. Proximity to the reservoirs may mean the geotechnical challenges of the new industrial tall buildings may be unrealistic. While reference to Epping Forest SAC is welcome, it is unclear why this site is considered particularly intrusive unless buildings are of such a height as to interrupt views of the forest from some distance away. Most discussion in the supporting documentation seems to be related to potential air pollution impact on the forest. It would seem likely more traffic related pollution would result. It is suggested that cycle and pedestrian connectivity to be improved with this development but it is difficult to see how it can improve connectivity along the Lea Valley Road which is constrained by the narrow pavement and road lanes between the reservoirs, or to Station Road.	No	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: - Research/Fact finding: the choices made in the plan are based on facts. - Evidence of participation of the local community and others having a stake in the area, and the Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Housing infrastructure delivery planning; - Housing or regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should include who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for police are flexible, the OPD should make clear that major changes require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
David Moore				SA52 - Moorpoint, Severstone Road	No Response	No	No Response	This plan should be abandoned due to the ridiculous high number of stories and large number of new dwellings. The lack of restricting parking together with existing traffic problems in this area and continued flooding of local roads would cause huge congestion and make local roads dangerous. The local road is not suitable for being congested and there are no alternative roads close by to cross from Chingford to Enfield. There is also not sufficient health provisions, schooling and public transport to support a large increase of homes in this area.	This plan should be abandoned. The site should be kept as it, with the possibility that in the future the existing road infrastructure may need to be improved to alleviate both congestion, parking and flooding problems that already exist in this area, notably on sewerstone road, the main road to cross from Chingford to Enfield. There is also not sufficient health provisions, schooling and public transport to support a large increase of homes in this area.	Yes	In order to express the strong feelings I have on this matter	<p>Through the evidence published in the Characterisation Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. 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Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>

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Sylvia Agass				SA52 - Moorport, Sewardstone Road	Yes	No	Yes	<p>Whilst I feel it is important for more housing to be developed in the area to ensure younger people are not forced to leave the area and their support networks, I feel it is important that factors such as education, schooling, medical services, adequate parking and affordable housing for newly qualified teachers, doctors and nurses are considered when new developments are planned. It is also important that new housing developments are not built too high with the possibility of lifts becoming out of order and disabled people becoming house bound. At the moment the plans do not appear to take into consideration these factors. There is only one primary school near by (Swarston) and the nearest GP surgery in Kings Head Hill is a single doctor practice. Also the traffic around the junction of Kings Head Hill, Swarston Road and Lea Valley Road is already extremely congested (the MacDonalds outlet does not help)</p>	<p>The new housing developments should be no higher than 6 storeys with large balconies. There should be at least one parking space for each property. There should be play areas for children. There should be affordable provisions for key staff such as teachers, doctors, nurses and car staff. There should be additional nursery and primary school facilities included in the plan. There should be an additional medical centre offering GP, Practice nurses and para medical staff, physiotherapy and podiatry. There should be a whole new traffic scheme around the junction to reduce congestion and in doing so, reduce pollution.</p>	No	<p>Because there are too many unanswered questions</p>	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Identification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality.</p> <p>In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-repelled. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>
Anthony G Thorne Lip				SA52 - Moorport, Sewardstone Road	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 10 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 16, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>11(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(3) The bodies or persons referred to in paragraph (2) are"</p> <p>(4) Each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan.</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Edmonton Road flyover which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these can be removed I do have my doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LE27 road and downwind of the road and would be expected to be able to pick up the extra CO2 and NO2 from vehicles avoiding the LE27 change. The rest of the area will also be subject to these increases and the proposed quiet the natural air flows possibly result in pockets with even higher concentrations.</p> <p>Waltham Forests current population density is far too high and as such we have seen significant increases in anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being planned the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problem with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In fact it was realised in the 1920's that people needed space and New Towns were built with a low population density and green space. This was the only way to ensure a high quality of life and to ensure the local plan to ensure community engagement.</p> <p>Reducing the proposed development to a maximum of 130 new homes and a maximum of 6 storeys (sensitively designed) to maintain more appropriate density of housing in keeping with the area. But this must be supported in advance by:</p> <ul style="list-style-type: none"> <li>improving the areas APM rating significantly with improved bus routes, separated cycle lanes and safe even walking/mobility vehicle routes to meet the stations.</li> <li>expanding development until once Cross Rail 2 and suitable connections are in place.</li> <li>including provision of shared access vehicles such as car clubs.</li> <li>investing in local healthcare and education services and facilities, new schools or the extension of existing schools to cope with the increased student numbers. Ensuring that any levy will be invested in the immediate areas.</li> <li>Ensuring safe and inclusive access to SANGS - such as the reservoirs, underways and pathways to Gunpowder Park as well as new green space as part of the development to limit the impact on Egging Farm SAC.</li> <li>improving the junction and road layout at Sewardstone Road and Kings Head Hill/Lea Valley Road.</li> </ul>	Yes	<p>I am part of a local residents association and with our residents concerns to be included.</p>	<p>This response is noted.</p> <p>Through the evidence published in the Character Identification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,646 new homes (1264 new homes per year) based on a London-wide assessment of capacity/available sites in 2021/78. The original draft London Plan figure was equivalent to around 1,400 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply/available sites in 2021/78. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI). Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p>
Sarah Sanders				SA52 - Moorport, Sewardstone Road	No	No	No	<p>I do not believe the Local Plan is Legally Compliant as the process has not been easily accessible and inclusive of the needs of many of our local residents. Many residents in close proximity to the Sewardstone Road area are of older age, with generally more limited access to the online documents shared and less experience with providing comments and feedback on such complex documents online. The LPS and LP feedback phases have also been so complicated that they have deterred or prevented most from providing feedback at a time when public meetings have been prevented by the pandemic. This combination has prevented many from knowing the full details of, or providing their full feedback on the Local Plans which questions the validity of the community engagement.</p> <p>I believe the Local Plan is unsound, with the plans for this site and the other two at Sewardstone Road in contradiction to many strategies and plans for the purposes of these comments I have assumed that the proposed 385 new homes will align with the WFT average occupancy of 2.6 (ONS 2011) bringing over 1000 new residents).</p> <p>Development beyond the capacity of local transport or personal transport - Contradicting Local Plan Policy DP C22 and Local Plan Policy S 4 and the LP's Strategic Policies - Six Golden Threads (2.4.4)</p> <p>This area has a PTAL rating of 1b - with public transport already stretched this cannot support over 1000 new residents. While the transport hubs at Chingford, Station Road and Ponders End are accessible on foot or bike by the closest residents, they are not easily accessible or inclusive to the needs of all residents with the oldest, youngest and those with additional mobility needs being excluded (heavy doors, uneven and narrow paths, hilly topography). The proposal of car free developments is impractical with limited public transport to the local large supermarkets, and public transport services being prevented the carriage of large items (DIY items/Christmas trees etc).</p>	<p>Reducing the proposed development to a maximum of 130 new homes and a maximum of 6 storeys (sensitively designed) to maintain more appropriate density of housing in keeping with the area. But this must be supported in advance by:</p> <ul style="list-style-type: none"> <li>improving the areas APM rating significantly with improved bus routes, separated cycle lanes and safe even walking/mobility vehicle routes to meet the stations.</li> <li>expanding development until once Cross Rail 2 and suitable connections are in place.</li> <li>including provision of shared access vehicles such as car clubs.</li> <li>investing in local healthcare and education services and facilities, new schools or the extension of existing schools to cope with the increased student numbers. Ensuring that any levy will be invested in the immediate areas.</li> <li>Ensuring safe and inclusive access to SANGS - such as the reservoirs, underways and pathways to Gunpowder Park as well as new green space as part of the development to limit the impact on Egging Farm SAC.</li> <li>improving the junction and road layout at Sewardstone Road and Kings Head Hill/Lea Valley Road.</li> </ul>	Yes	<p>I am part of a local residents association and with our residents concerns to be included.</p>	<p>This response is noted.</p> <p>Through the evidence published in the Character Identification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,646 new homes (1264 new homes per year) based on a London-wide assessment of capacity/available sites in 2021/78. The original draft London Plan figure was equivalent to around 1,400 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply/available sites in 2021/78. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI). Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p>
Glyvis Davis				SA52 - Moorport, Sewardstone Road	No	No	No	<p>The local plan for this area proposes huge change and development which would completely destroy the look of this urban area, not only for current residents but for visitors coming into the area. We border on 60 shops and we appreciate the sub-urban skyline which this area affords. It is neither a town or city and Tower Works and High Rise buildings do not belong in such an area. Lea Valley Road borders onto the reservoirs where sheep graze on the banks every year.</p> <p>There is also concern regarding the lack of parking facilities, we already have enough problems. Whilst between Sewardstone Road, Lea Valley Road and Kings Head Hill are all these new residents going to park their cars and vans. We have limited public transport services. Road traffic and congestion has always been a big problem here with traffic either coming to a complete standstill. Sewardstone Road, coming from Waltham Abbey is often at a snail's pace. Kings Head Hill is often congested and going towards Effield from Lea Valley Road can be a complete nightmare at certain times of the day.</p> <p>Also of concern is the lack of plans for healthcare and schooling. Getting hold of your GP is already a problem. Social Care and Schools are also overcrowded. Where are all these people from these Tower Blocks going to access these services in an already overstrained community?</p>	<p>The modifications I would suggest to make the plan legally compliant and sound would be to build a complex of houses and maisonettes which would be suitable for the area, not just in terms of size but also to be restricted to no more than three storeys, with enough shops to be included in such an area to allow for a genuine already congested roads.</p>	No	<p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with Local Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newborough alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response				
Sharon Legg				SA52 - Moorpoint, Sewardstone Road	Yes	No	No	I feel that the development is unsound because it will be to the detriment of local residents. The traffic in the area is bad enough as it is. I live along Sewardstone Rd and the traffic up to the traffic lights at the junction with Lea Valley Rd/Sewardstone Rd is slow moving at the best of days. Any incident on the A25, junction 25 & 26 causes traffic to divert along Sewardstone Rd, up Lea Valley Rd to re-join the motorway at Enfield. The right turn filter light is not in sync with the levels of traffic on these occasions. The area is very poorly served by public transport, with one main route to Walthamstow Central. When there is an incident on the route, the bus journey is often curtailed and bus users sit on the bus for 15-20 minutes until the next bus is due. Public transport links to neighbouring Waltham Abbey are almost non-existent with a bus only running on Saturdays now. As I understand, there are no additional services i.e. schools and doctors surgeries and like many places today, the services we have are already over subscribed. Whilst not opposed to some form of development, I think that high rises would be completely out of place here. Enfield Council has been more progressive and the tower blocks that can be seen across the reservoir at Alma Estate are being demolished.	Scale the development to suit the site and surrounding area, scrap the proposed high rises, improve public transport links now. I'd suggest a stopper bus between Waltham Abbey and Chingford Mount, where other routes could be picked up for onward travel. A doctors surgery should be included in the development, and make arrangements for school places for the additional needs.			As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Peter Labou				SA52 - Moorpoint, Sewardstone Road	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to wait a few minutes because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to wait a few minutes because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	No		Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	The Council is committed to playing in part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.	
Peter Labou				SA52 - Moorpoint, Sewardstone Road	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to wait a few minutes because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to wait a few minutes because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Yes		Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	The Council is committed to playing in part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.	
Care Raffae				SA52 - Moorpoint, Sewardstone Road	No	No	No	The sheer volume of increased residential properties will bring numerous planning and lower management concerns, and would go against the Councils own (past planning strategy). Believe the the main reasons this plan should be objected include- considerable over development- Sewardstone Road and Lea Valley Road are already very busy roads with T-junction issues. Increased traffic will cause environmental damage which will negatively impact the Councils environmental targets. Building 385 new residences in such a confined area will put considerable pressure on local resources which are already under a large amount of pressure. (e.g. Schools and healthcare). During development, the significant building works required prove hazardous to local residents, due to it being next to a petrol garage, with underground fuel pumps. Furthermore, would the council be able to safely assure itself that the residents of such a tall building would be safe in the event of an explosion in the site next to it. Also, with a building on this size, all local surrounding properties will be overlooked.				The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	

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				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	Development not in keeping with surroundings. This is a suburban area with mainly low rise housing. Drain on local services (School, healthcare clinics, public transport, etc) insufficient off street parking proposed.	Development needs to include services, such as health clinic/doctors surgery, school/pre-school nursery, etc. There also needs to be sufficient parking spaces included. This could be in the form of an underground car park. There are other developments in the borough, such as Fulbourn road, where there has been a runny and gym included in the build. This bringing extra services to the area.		-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
John Hught				S452 - Motorpoint, Sewardstone Road	No	No	No Response	I have unfortunately added my comments to the other side of the road comments for 15 hours. This one much more serious 360 homes in an area swash with traffic problems - how are people going to access the road through the reservoir already a severe headache for anyone who want to get to Enfield etc in bus, car or cycle. It is totally inappropriate for this area more schools, health needs, infra structure gas water charging points, sewage etc. etc. How many parking spaces are you allocating for drivers and disability drivers? All this impacts on the quality of life for people who live in North Cleghard. A major or think is required if more housing is needed why add to an area that is already over-crowded. What about the jobs lost Motorpoint?	If a development is needed something more akin to that on the other side of the road - which is a far better development than this one.		To see what your intentions are and to argue against development	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	It is not in keeping with the surrounding area - There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Yardley Lane & Nevin Drive Doctors - They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools - They are full to capacity and how can they possible take any more pupils without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population	It is not in keeping with the surrounding area - There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Yardley Lane & Nevin Drive Doctors - They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools - They are full to capacity and how can they possible take any more pupils without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population	Yes	-	<p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
				S452 - Motorpoint, Sewardstone Road	No	No	No	It is not in keeping with the surrounding area - There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Yardley Lane & Nevin Drive Doctors - They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools - They are full to capacity and how can they possible take any more pupils without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population	It is not in keeping with the surrounding area - There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Yardley Lane & Nevin Drive Doctors - They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools - They are full to capacity and how can they possible take any more pupils without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population		-	<p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jayne				S452 - Motorpoint, Sewardstone Road	No	No	No	The proposed number of residential dwellings is too high, this will have a detrimental impact on the local area and residents. The damage to local properties of high horses driving through during the building phase is a risk. Increase in pollution due to more people. Noise pollution while the site is being built car after when there are probably 2000 cars people living here. Traffic on this road isn't great, this will make it worse. Access between Chingford and Enfield is limited due to the reservoir so causing further challenges that will increase traffic will increase pollution due to idling cars	Development in line with the flats on the site adjacent, the height and facade of these should be mirrored. Or do not build and use the site for something of benefit to the local community.	No	-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/28. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Linda Ball				S452 - Motorpoint, Sewardstone Road	No	No	No	Too many houses, too tightly packed together. No sense of open space. Too much traffic, too much pollution.	Make it into parkland for the locals to enjoy. Free up the traffic caused by MacDonald's drive through.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-sept. Additionally, the policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Andrew Fearon				S452 - Motorpoint, Sewardstone Road	No	No	No	Too many houses, too little parking Height not compatible with area	-	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Mr G G Underwood				S453 - Motorpoint, Sewardstone Road	No Response	No	No Response	Very tall towers which does not blend in within the area and the overall build will be a unity and also cause more traffic holdups due to the narrow major roads within the area.	do not build any towers at all and design a nice height build no more than four floors high which will blend in with the existing area	No	I WISH TO KNOW WHAT IS PROPOSED TO BE BUILT WITHIN THE AREA WHICH AFFECT ME	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>

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				S452 - Motorpoint, Sewardstone Road	No	No	No	We do not have the infrastructure for this 4 parking, schools. The size of the blocks will look out of place and ugly. The roads will be inundated with traffic. The whole area will be affected.	Smaller (Height) buildings, fewer properties to less traffic, more green space.	-	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
				S452 - Motorpoint, Sewardstone Road	No	No	No	Proposed building far too high parking in this area already restricted and not enough facilities in this area for those without access to their own transports. Bus service barely adequate already. Schools, doctors etc already stretched to full capacity.	Limit the number of dwellings and obviously buildings no higher than 3 stories and make sure enough parking available for each dwelling on site or underground.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP service, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Neil Phillips				S452 - Motorpoint, Sewardstone Road	No Response	No	No	Without being legally trained or having the time to research the requirements that make the plan compliant, I am unable to comment as to whether I consider the local plan legally compliant.  I do not believe that the proposed local plan is sound as there seems little consideration of the current Community, Infrastructure, Environment, or existing residents of the area. The proposed development of over 40 dwellings within this site boundary suggests little consideration has been given to the current density of housing locally. Aside from two or three exceptions, the local housing is predominantly provided within 2 story family homes with outdoor space, the proposed development of high density housing in high rise residential blocks is not keeping with the character of the local area. I moved to the area just over 7 years ago due to the character, the suburban environment, but most importantly the nice community feel, with such high density housing, I fear that this may change. Policy 23 from LPI identifies a requirement to analyse the local character of the area or improve the quality of the local environment. I believe that the proposed schemes do not meet this requirement set out within LPIPI own proposals as they neither reflect the current character or, in my opinion, improve quality. There also seems to be a lack of consideration regarding access to public transport, the area has a PTAL rating of 3b, the proposals seem to hold hope of Crossrail 2 being within a 20-minute walk away, unfortunately we now know that this is not going ahead. The wider proposal of 400 dwellings, without an increase to local work, will result in the majority of working adults having to commute. Considering that Chigwell rail station is a 20-minute walk up a steep hill, which will be a challenge to those with ability issues, and cycling up the hill is only for the most dedicated, access to public transport needs to improve. The proposals do not seem to address how access to public transport will improve and yet all the developments are proposed car free, in reality, the households will not be car free, instead there will be a lot of cars on the roads, increasing the noise, air pollution and congestion.  This development will increase the traffic density of the local area and pollution.	Firstly improvements to local transport need to be implemented, or at very least considered and planned for. Only low rise housing should be considered for these sites, which would be more keeping with the nature of the suburban area the current housing stock.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p>
Mr Ball				S452 - Motorpoint, Sewardstone Road	No Response	No	No	There will be a lot of cars on the roads, increasing the noise, air pollution and congestion.  This development will increase the traffic density of the local area and pollution.	The height should be, at least, no taller than the surrounding housing. Plus the density should be reduced significantly and enough off street parking for at least 1 space per house hold.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Marion Scott				S452 - Motorpoint, Sewardstone Road	No	No	No	No	I believe that the density and height of the development makes it unsound as it will adversely affect the area. The junction at Sewardstone Road is already very busy and this plan will make the situation worse as 300 homes will probably have at least one car, whatever the council believes. There will also be enormous pressure on local schools and healthcare facilities which are already under great pressure.	reduce the density and height of the development and be much more realistic about parking and traffic.	No	-	<p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and content of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Beryl Goodson				S452 - Motorpoint, Sewardstone Road	No	No	No	No	a height of 17 stories is not in keeping with the surrounding area. There is not enough infrastructure to meet the requirements of such a large number of homes. The junction is heavily congested at most times without the added problems of deliveries to so many homes and the congestion during construction work.	a greatly reduced project with parking facilities.	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Elisabeth Pisci				S452 - Motorpoint, Sewardstone Road	No	No	No	No	I do not feel there has been sufficient consultation with the local community. Over the past 2 years consultations have been through email, reaching only a limited number of people. The local authority newspaper is not delivered in the area immediately surrounding the development site. There are many people who are unaware of the plans as they have not been informed of developments. The plans do not take into account the local architectural style, the high-rise buildings would stand out as different and less cohesive beside other local buildings. The area is on the edge of Epping Forest and bounded by the reservoirs. There is a strong architectural cohesion of two storey houses built in the middle of the 20th century. There are spectacular views over the area from Epping Forest, which are enjoyed by many from within and outside the borough, which would be harmed by the erection of monogamous high-rise apartments. The infrastructure of the area is insufficient to cope with so many new dwellings in such a small area. The bus routes are already inadequate during peak times. While the council encourages bicycle transport, the area lies at the bottom of a steep hill which leads to the station giving access to inner London and few cyclists use it as a commuter route. As the area is on the edge of London, many people work outside London and need cars to get to work, particularly if they have to commute a school run first. The large number of planned residences, without any parking facilities, would put pressure on the adjoining roads for parking, which even an unreserved CPC would not address. Pressure on the roads in the immediate vicinity is already evident as it is a crosswalk for people coming from Lifford, off the A405 and off the A406 to access Heath Chingford, anymore from a development of 400+ dwellings on that crossroads would be intolerable for the existing community. The area has one primary school which is fully subscribed, with little scope to extend. Due to the proximity of the forest, there are no provisions for extra healthcare or school places, necessary if the local population isn't reduced.	It would be lovely to see the area developed with up to 3 storey housing and retail opportunities, in keeping with the existing architecture, creating a cohesive architectural landscape. Provision would still need to be made for improvements to the infrastructure, however, they would be more manageable and realistic.	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p>
Lambros Poulakis				S452 - Motorpoint, Sewardstone Road	No	No	No	No	Too many properties in a short space. Traffic suffers already there and there is no provision for this area apart on traffic, as well as parking, doctors, dentists, nurses and local schools	Too many properties in a short space. Traffic suffers already there and there is no provision for this area apart on traffic, as well as parking, doctors, dentists, nurses and local schools	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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				S452 - Motorpoint, Sewardstone Road	No Response	No	No	The design is in a know flood area so close to the reservoirs. The traffic and congestion is bad enough now yet more housing will bring. There are no plans how to deal with the increased pressure on healthcare, schooling and social care all of which are already over stretched.	I dont think its a sound development			Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
John Smith				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	This plan is unsound for the following reasons- 1. Local services such as doctors and dentists and schools will not have the capacity to cope with this number of new residents 2. Public transport is inadequate to meet the demands of this number of new residents. For people who wish to go to Chingford station there is only one bus service and cycling is not an option due to the steepness of Kings Head Hill. 3. There are too few shops in the immediate area to meet the likely increase in demand. 4. The proposed development is at a busy road junction which already has long traffic queues during rush hour. Adding this number of new homes is likely to increase the possibility of road traffic accidents 4. The limited number of new parking spaces will put intolerable pressure on local parking	1. Local services such as doctors and dentists and schools will not have the capacity to cope with this number of new residents 2. Public transport is inadequate to meet the demands of this number of new residents. For people who wish to go to Chingford station there is only one bus service and cycling is not an option due to the steepness of Kings Head Hill. 3. There are too few shops in the immediate area to meet the likely increase in demand. 4. The proposed development is at a busy road junction which already has long traffic queues during rush hour. Adding this number of new homes is likely to increase the possibility of road traffic accidents 4. The limited number of new parking spaces will put intolerable pressure on local parking	Yes	I live in the area	The Local Plan Infrastructure Policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The site allocation requires that commercial floorspace is provided as part of new development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Aydin Hassan				S452 - Motorpoint, Sewardstone Road	Yes	No	No Response	I am shocked at the density of homes proposed for this site. I am equally shocked at the idea of developing completely new tower blocks of this scale in this day and age. Low valley road during peak times is already unable to cope with traffic levels. Prior to Christmas, when traffic levels were lower, the area was brought to a halt with a small section of road works. This development is totally out of keeping with the area and is not feasible to existing road infrastructure that cannot be improved. These homes will no doubt bring 3000+ people, it is naive to consider anything less than an additional 500 cars to the area. Parking where? The impact of this development on the existing community is completely unfair and damned right disgusting. Schools do not have the provision for the additional children, no doubt this would lower the quality of the already suffering schools in this area, specifically secondary. Lets try to improve the area, not change it further.	New homes should 2/3 4 bedroom houses and 4 storey blocks of flats, with adequate parking and access. This would still put a load on the area, but seems a reasonable compromise.	Yes		The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards address the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
David Matson				S452 - Motorpoint, Sewardstone Road	No Response	No	No	The proposals are unsound on two grounds: [1]The housing targets in LPI remain unproven beyond assertion and emerge from the targets within the London Plan. As such, they do not provide a sound basis for housing allocations on individual sites, such as S452. On the same grounds, LPI fails to comply with the Duty to Cooperate with the Mayor housing targets. Accordingly the major housing allocation on S452 is unsoundly based. [2]The admissible policy to enable a 0.55 minute city has been strengthened in LPI. S452 is the key site to make this happen in the Sewardstone Road area. However, S452 has not formed part of any strategic planning of the area that might enable a 0.55 minute city. Instead, each site has remained one of many in a scatter gun approach that evaluates each site as an individual opportunity site. There is no mention of community uses and the potential of the site as part of a 0.25 minute city, with all attendant benefits. The proposal is therefore unsound as it does not address a major policy objective of LPI or prevent the sites potential in the round.	1. The housing targets in LPI should be revisited, justified or revised to the way set out in the London Plan. Development expectations on individual sites should then be revised. 2. The Sewardstone Road area should be subject to a master planning exercise to create the basis for a local 0.25 minute city. It is not too early to start with the upcoming development of 60-74 Sewardstone Road, at which many similar issues will arise.	No	I have already sent written comments on LPI, and have been invited to take part in the Examination this February.	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the site allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Smith Mandi				S452 - Motorpoint, Sewardstone Road	Yes	No	No	The plan is unsound as there are no plans to increase the number of schools or school places available to the local area which has over-subscribed schools. It would also put a strain on the available health services where it is already difficult to obtain an appointment with a GP or dentist. Transport links in this area are very minimal so not only would existing transport services be strained it would put demand on additional parking for which I believe there is no capacity and would put pressure on local existing parking with the potential to result in a CPZ zone much to the dissatisfaction of existing residents. The proposed new homes would change the view of the city and create an expense I believe but my main concern is the lack of school places available for children being housed in the new homes or moving in to the area.	To make the plan sound I would suggest that there is a new school built close to the proposed new home, in walking distance or that the existing local schools are given funding to allow more children to attend and increase the number of teaching staff for the additional number of children expected to move in to the area. New or additional bus routes to to and out of North Chingford would be required, or more frequent buses on existing routes to cope with the number of people moving in to the homes as well as existing residents.	Yes		The Local Plan Infrastructure Policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that utilities infrastructure and connections must be designed into the proposal from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is a identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the development and secured through an s106 planning obligation.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

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Lloyd Parkinson				S452 - Motorpoint, Sewardstone Road	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no health/cycle meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc. Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.		Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Lary Goulding				S452 - Motorpoint, Sewardstone Road	No Response	No	No	There is already too much traffic, too much pressure on the doctors surgeries and too much pressure on schools to reasonably accommodate even more residents. The buildings proposed are not in keeping with the area and it will become more like an inner city area rather than a suburban area on the edge of Epping Forest.	If new homes are to be built, there need to be fewer and much lower rise blocks of 4 floors maximum.	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
-				S452 - Motorpoint, Sewardstone Road	No	No	No	No thought is given to residents that have lived in the area for years, you are forcing congestion, parking problems and pressure on local services eg doctors/schools etc. The proposed developments are far too extensive for such a small area.	How can people say weather any of this is legal without knowing the law I think you are aware of this.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Pam And Cliff Moore				S452 - Motorpoint, Sewardstone Road	No	No	No	We feel as we live in a countryside environment this will spoil the area by making more congestion at the bottom of King head hill and Lee valley road and there are already not enough food shops plus no room in schools why build high rise. We need more open space	-	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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				S452 - Motorpoint, Sewardstone Road	No	No	No	Quite frankly I've no idea if the plan is compliant or unsound but I would assume at this point the process should be that these highly more qualified than we have reviewed all the documentation to check this. From a local resident point of view the majority of the plans put forward don't seem to take into account the semi rural location, preserving and highlighting the wonderful forest on our doorstep. - All seem to need 1/2 acre blocks of flats here, there and everywhere. Just the impact the infrastructure alone is huge and traffic in and around Chingford always was a knock on impact from the M25 and A106. How will the schools, doctors, etc cope - already it's challenging trying to get an agent. It's not supposed to be redevelopment but just keep things in keeping, similar style houses etc.	Go back to the drawing board and think again. Put in a plan that is relevant and sensitive to the area. We are on the edge of Epping Forest and are lucky to have such a wonderful natural environment on our doorstep. Let us enhance that with buildings more appropriate to the urban environment.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	Putting another 300+ homes at this site together with further homes adjacent is totally out of place for this area bearing in mind of the already over crowded schools and buses the local roads are already to busy and where is the parking for all these new families? Assuming most have a car. This area just cannot cope with the amount of new residents that anyone from the council actually been to have a look at how busy that junction gets already or looked at classroom sizes. Without the added pressure of another 300+ residents?	before planning be granted for the above the council should provide a new primary and secondary school in the local area provide parking spaces one per home under the roads to allow traffic to flow through sun congested upgrade local transport provide three own children play areas all these modifications suggested would enhance the area but are needed if a large scale development be put on a site that is already at its limits with the resources available	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
				S452 - Motorpoint, Sewardstone Road	No	No	No	This proposed redevelopment is in no way keeping with the feel of the local area. We have the beautiful Epping Forest on our doorstep, which is surrounded by 2-3 storey houses. This gives the area a suburban feel.  Flooding high rises in sight lines to the reservoir, on an already busy junction with little to no provisions in place for parking doesn't seem to make any sense.	Any new developments should be in keeping with existing dwellings and character of the area, so you should be looking at 2-3 storey houses/apartments with onsite parking.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
See Cooper				S452 - Motorpoint, Sewardstone Road	Yes	No	No	Chingford NS always been open, close to forest it's like beauty of it. High Rise is never good. Also Disfactual traffic on an already congested road, plus where re parking for so many new residents.	Lower rise less flats.	-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

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Brian Cakaly				S452 - Motorpoint, Sewardstone Road	No	No	No	Such a proposed development on this site is out of character with the surrounding neighbourhood. The Sewardstone Road junction area experiences very busy traffic and is poorly served with public transport. Options such as walking and cycling are not attractive given the location at bottom of Kings Head Hill. It would be highly likely therefore that residents of the new blocks would have cars which would need parking spaces. If provision is not made this would put significant pressure on local residential streets.	A much lower density development would seem to make sense on this site, and one which includes new amenities which could be accessed by people in the wider area, eg a supermarket. At very least more car parking space for new residents needs to be included in the development, this taking full account of the relative location of the location, and the likelihood that many new residents would likely wish to have their own cars.	-	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Wendy Shubs				S452 - Motorpoint, Sewardstone Road	No	No	No	I feel that this is a dangerous undertaking as a couple of issues one being making the roads more congested than it is now, being that we are an off shoot from the A62 this is already heavily congested and our house more constantly through lorries every day and night and with regard to parking we don't have enough as it is now the beauty of Chigfold is due to the sea valley river and the reservoir and to put up an enormous building is ridiculous and would interfere with the wildlife we currently have, and to propose a single structure on a busy junction is deadly and no consideration has been taken for the elderly who have lived here for many years and it is unjust we strongly oppose this site and where will A62 park!!!!		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Daniel Ashton				1916 S452 - Motorpoint, Sewardstone Road	No Response	No	No	The type of buildings being proposed a totally out of keeping with existing buildings. The number of proposed residences would be unacceptable stress on local infrastructure. The local road network is already very busy when doctors surgeries and schools would be put under unacceptable strain.	Lower rise buildings would be more in keeping with nature of the area. Therefore containing fewer residents, putting less strain on the school, social care and health system.	No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.
Michael Dram				S452 - Motorpoint, Sewardstone Road	No	No	No	For 10 many dwellings, the area is already highly congested, amenities like doctors and schools are already under severe pressure more congestion to local parking and local roads will cause considerable noise and pollution, scale down the development.	Consult local area and get feedback and do a vehicle census and see just how busy the roads are in this area. Kings head Hill is a congested and polluting area, take pollution readings and consider the consequences of more traffic.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  All applications will be required to submit a Construction Logistics Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.

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Frank Pace				S452 - Motorpoint, Sewardstone Road	No Response	No	No	No	The proposed planning application makes a mockery of a lovely, mostly green built area. The plans destroy the flat lines of Chingford, and the huge development will introduce nothing but increase crime and very noisy local traffic, adding to an already struggling Sewardstone Road and Lea Valley and Kings Head Hill. We strongly object to the developments.	The proposed development should be scaled down by at least 75%, a flat-roofed building, no more than 3 stories. Additional travel and health services are necessary.		I am concerned, as to developments in and around my area.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.
Roger Obiano				S452 - Motorpoint, Sewardstone Road	No Response	No	No	No	The plan does not appear to take the local environment, its aesthetic or resource issues into account. The area already lacks sufficient shopping, parking, GP services, schooling/nursery and transport links. The traffic in that area already represents a daily bottleneck without adequate alternative road options to leave/enter the area. Where are the plans to resolve these existing issues?	I believe a project which is not high rise would be logical. Although a high rise would not be in keeping with the look and resource constraints of the area, that is only a secondary issue. A plan with this volume of homes has to come with plans and resources to resolve the existing issues and shortages in the area. The area has weak transport and lacks adequate shopping, health and schooling which will be exacerbated by a project of this size	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Aaron Noel				S452 - Motorpoint, Sewardstone Road	No Response	No	No	No	It doesn't seem that impact on current residents, local services and amenities have been considered. Traffic, pollution and safety ought to be revised. Transport links for the additional multitude is missing from these plans. I'm in favour of additional housing but means must be increased for them.	Extra transport, shopping district, parking, revision of the pedestrian crossing, increase to staff of services such as the local GP surgery, education facilities and entertainment venues should be reviewed. The council recently surveyed opinions around 15 minute neighbourhoods. Regarding the sheer increase in population size of this area, in what way will this area's 15 minute neighbourhood be fulfilled with current plans?	No	Collaboration is necessary to reduce noise and enhance cohesion in shared living spaces.	The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  Any new areas of green space must be accompanied by a maintenance plan to ensure their long-term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Frederick Sambidge				S452 - Motorpoint, Sewardstone Road	No Response	No	No	No	The area is already very busy in this area and this would bring more traffic than present already. No extra local services planned.	The area is already short on decent services. Doctors will be swamped. Public transport is thin on the ground. Schools are already over-subscribed.	Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Elizabeth Connolly				S452 - Motorpoint, Sewardstone Road	No Response	No	No	No	The roads are already very busy in this area and this would bring more traffic than present already. No extra local services planned.	Need to consider extra local services eg schools and reduce the number of homes being built on the site.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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Fagen Mills				S452 - Motorpoint, Sewardstone Road	No	No	No	I believe that the density and height of the development makes it unsound as it will adversely affect the area. The junction at Sewardstone Road is already very busy and this plan will only make the situation worse as 300 homes will probably have at least one car, whatever the council believes. There will also be enormous pressure on local schools and healthcare facilities which are already under great pressure.	Reduce the amount of blocks and height of the buildings and more importantly add plenty of parking , at least one for each flat.	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes towards encouraging walking, cycling and public transport use, planning applications for all new development must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
John Pennicard				S452 - Motorpoint, Sewardstone Road	No Response	No	No	Lack of local infrastructure such as not enough parking, school places, doctors surgery places etc	-	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Natalie Oware				S452 - Motorpoint, Sewardstone Road	No	No	Yes	The demolition of the existing shops and flats were against planning permission. Surely therefore illegal.  The plans are NOT in keeping with the area and will make this area worse. Buildings are too tall. Services already stretched yet none being added. Insufficient car parking. Not too far from M25 - people WILL have a car. Road junction already at capacity, almost constantly congested.	Limit the height of the buildings to something similar to pre-existing buildings at tallest. Provide sufficient parking. Enlarge the junction and work on better traffic light sequencing. Increase services in area (a new school, new doctors etc or at minimum enlargements to the above.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 3 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				S452 - Motorpoint, Sewardstone Road	No	No	No			No		This response is noted.
Sally Tapping				S452 - Motorpoint, Sewardstone Road	No							This response is noted.

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Sam Edwards				SA52 - Moorport, Sewardstone Road	No	No	No	No	<p>Planning is being prepared to be submitted but the IZ proposal hasn't been finalised. This proposal is based on 27,000 planned for the borough over a 15-year plan. However, the Housing target was based on a 30 year plan. Therefore, there is no evidence to show that this will be extended to include the same allocation over another 5 years. Therefore over 10 years only 18,000 homes are needed to meet the target. Things can change over such a long time-scale. Waltham Forest doesn't have the space to keep building, which is why all the proposals are for flats, no houses. This is why I also feel this target is flawed as it only takes 'homes and none of the properties planning to be built in Chingford are Houses. Covid has shown the importance of outside space for mental health so converting families into flats feels like a step backwards. The tower blocks were pulled down at Chingford Hall estate for this reason.</p> <p>The Flats at 49 Sewardstone Road - Wingrove House is a Housing Association retirement block (WRA) which consists of 25 student's bed flats. (Therefore a max. of 50 people over the 6 floors). This block has its own road access with parking.</p> <p>The Flats on the corner of Kings Head Hill - Showmill Court are accessible from the end of Meadow Gardens. These Flats consist of 3 bed properties so is more of a reasonable comparable. However, there are 33 flats, with limited resources (showing 20 people) it is worse like there are 4 one bed, 22 two bed and only 5 three bed properties. These Flats have easier access, and the grounds consists of parking spaces and allocated garages. Therefore, there is more parking for less properties and therefore less people.</p> <p>An additional 185 homes in a small area would have an impact on schools and doctors which are already overcrowded. There is no breakdown to the site.</p> <p>The flats on the corner of Kings Head Hill - Showmill Court are accessible from the end of Meadow Gardens. These Flats consist of 3 bed properties so is more of a reasonable comparable. However, there are 33 flats, with limited resources (showing 20 people) it is worse like there are 4 one bed, 22 two bed and only 5 three bed properties. These Flats have easier access, and the grounds consists of parking spaces and allocated garages. Therefore, there is more parking for less properties and therefore less people.</p>	No high rise blocks Houses rather than flats	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Cassandra King				SA52 - Moorport, Sewardstone Road	No	No	No	No	<p>I live close to the area and have not had any information put through my door or made known to me about the proposals for the implementation of new housing around Moorport, Sewardstone Road and Lea Valley. Additionally, air pollution is the biggest environmental threat to humans and has direct effects on habitats and biodiversity. Already Kings Head Hill going north west towards the bottom of the hill has a high volume of traffic and creates a moderate to high volume of pollution. Even on a quiet Sunday the measurement of pollution reads "moderate to bad" and 1.2 (highly). Naturally, in rush hours, when traffic backs up to College Gardens, with cars idling, the levels of pollution per cubic square metre increase. Kings Head Hill and Sewardstone Road are a focus area according to the report: 2020 Air Quality Annual Status Report, where the air quality should be monitored and an improvement program initiated in this area. The proposals contradict the initiatives to improve air quality in that area. With the proposals for the quantity of new homes and the construction developments involved (size, volume of construction vehicles, noise created by developments), the levels of fine particulate matter (PM2.5), ammonia (NH3), nitrogen oxides (NOx), sulphur dioxide (SO2) non-methane volatile organic compounds (NMVOCs) will be increased not just in the construction phase, but when construction is complete and ongoing due to volume of families. The level of proposals, in an area already on the verge of a pollution overload, are not synonymous with the UK, National emissions reduction commitments and oppose the council's climate emergency plans of net zero targets by 2030.</p>	<p>A thorough investigation into the air quality and traffic survey of the regions surrounding Moorport, Sewardstone Road, and Lea Valley and an experimental prediction of average of pollution in the area based on the development proposals. Once data has been collected, predicted and analysed, then steps can be taken to review the proposals, ensuring that they are proposals will be much more healthier for the local residents and that environment and aesthetically keeping with the area of North Chingford.</p>	No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In April 2020, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car-parked. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage to a passive measure.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon an equally neutral standard over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p>
Ian Connor				SA52 - Moorport, Sewardstone Road	No	No	No	No	<p>I do not believe that the Local Plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs. This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area. It does not meet the Council's duty to be sustainable, in the following ways: 1) It is not economically sustainable as the Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 164) states 12,640 new homes over 30 years and 12607 in proposing 27,000 new homes by 2035 - a very significant excess of 27% over the required target. This huge development of 185 homes will alter the area detrimentally for local residents with regard to visually high tower blocks, increase in traffic, loss what is already a busy junction with Kings Head Hill and the concomitant pollution, local parking, loss of provision for increased local services such as schools, GP access.</p>	<p>As above - parking, traffic (pollution and congestion), unsightly urbanisation of the area with ugly tower blocks; strain on local health services; educational provision.</p>	No	-	<p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Paul Willard				SA52 - Moorport, Sewardstone Road	No	No	No	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on drivers. They have no parking provision and will cause a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>	No	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of the submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
John Hugg				SA2 - Moorpoint, Sewardstone Road	No	No	No Response	This is an over development of an area already immersed with traffic problems and over crowding the thought of 85 homes all the added infrastructure is totally inappropriate – schools, doctors, parking (some people will need cars) Car charging points, electricity, gas, sewage all over loaded at the moment and disabled access. The thought of what this will mean to traffic running between the reservoir? Not to say the employment of people working on the local business there	leave it alone you must build there something akin to that on the other side of the road that is being developed at the moment which will have a modest impact on the area		To see what your intentions are and to argue against over-development	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>	
John Hugg				SA2 - Moorpoint, Sewardstone Road	No Response	No	No Response	legally compliant how do I know duty to cooperate –what does that mean?	The number of proposed proposal on this site is totally disproportionate to the area. It is already an area suffering from very heavy traffic suffering large delays and excess pollution at the junction with Sewardstone Road. I understand that there will be no or limited parking – you can't invest cars. I am sure that there will be a number of people who may like to occupy this area with working vehicles this will be impossible to control and place a huge load on people suffering from parking restrictions in the area. No absence of the road link to be widened or it will be a traffic disaster for the area. An already overdeveloped infrastructure to the area will require great expansion for all services- water, gas, electricity Doctors school etc. etc. And if allowed charging points for battery cars. Also the number of jobs lost at Moorpoint etc. cannot just be ignored. My review is that that area should be left alone		Yes	To see what your intentions are and to argue against over-development	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning process.</p>
-				SA2 - Moorpoint, Sewardstone Road	No	No	No	There is nothing like this height of building in Chingford. It cannot be right just to build great big tower blocks suddenly in such a nice area. Also who are the area schools, the GP and dental practices? Where are the green spaces for people and also there are hardly any parking spaces! This will cause huge problems for local residents as people start fighting for parking spaces on the roads, and your council will probably impose charges etc. You should build sufficient underground parking before proposing any high rise. But when I look around other parts of London they're not building tower blocks like Grenfell, they build FOUR storey builds which seems to be a much better way of accommodating people. No one, unless they're from a war country, no one wants to live in high rises anymore. This is an outdated concept and shouldn't be imposed on Chingford, or anywhere else.	As above, I think your concept is ill judged and sounds like Grenfell. A 4 story build is enough in this area, anything more just makes the whole area of Chingford totally overdeveloped. Where are the schools on the edge of a renowned world heritage style forest, sporting forest, you can't have tower blocks on the edge of such a historic place.		-	-	<p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
x				SA2 - Moorpoint, Sewardstone Road	No	No	No	NO CONSULTATION COMMENCED NOR REVIEWED.	<ol style="list-style-type: none"> <li>NO MODIFICATIONS RECOMMENDED AS WHOLE PLAN IS NOT S.M.A.R.T</li> <li>INFRASTRUCTURE: JUNCTION ALREADY OVER-LOADED BY VEHICLES WITH LONG TRAFFIC JAMS</li> <li>NARROW JUNCTION WHICH CANNOT BE WIDENED</li> <li>ENGINEERING MOTORISTS AND MOTORISTS USING THE JUNCTION</li> <li>HEAVY DUTY VEHICLES USING JUNCTION AND ROAD, IE M25 AND A405 TRAFFIC – MAIN LONDON ARTERIAL ROADS</li> <li>HIGH FLOOR OF TRAFFIC USING JUNCTION AND ROADS, IE M25 AND A405 TRAFFIC – MAIN LONDON ARTERIAL ROADS</li> <li>INCREASE OF CO2 AND OTHER VEHICLE POLLUTION AND BUILDING POLLUTION</li> <li>INCREASE TRAFFIC OF PROPOSAL OF NEW RESIDENTS</li> <li>NO PARKING AVAILABLE</li> <li>ALREADY DANGEROUS JUNCTION WITH MULTIPLE ANNUAL ACCIDENTS</li> <li>NO INFRASTRUCTURE TO COPE WITH INCREASE OF RESIDENTS TO USE HEALTHY SOCIAL LEISURE AND SHOPPING FACILITIES</li> <li>INCREASE OF POTENTIAL CRIME, DECREASE OF SERENITY</li> <li>DAMAGING ENVIRONMENT TO EXISTING TREES</li> <li>NEW PROPOSED RESIDENTIAL PROPERTIES RESIDENTS WILL NOT BE ABLE TO OPEN WINDOWS OR ACCESS BALCONIES DUE TO HIGH INCREASE OF JUNCTION CO2 POLLUTION</li> <li>DRAINAGE LONG TERM ISSUES – THAMES WATER DRINKS UNABLE TO COPE WITH DRAINAGE AND SERIOUS AND LONGTERM FLOODING (MANNING)</li> <li>NOISE POLLUTION</li> <li>OVERPOPULATION – RESIDENTS MENTAL HEALTH DECREASE</li> <li>CHANGE OF FABRIC OF LOCAL AREA, CAN'T CREATE A MINI TOWN FROM NOTHING, DISTURBING PROLES AND SHOPPING FACILITIES</li> <li>LOCAL RESIDENTS HAVE TO COMPROMISE FOR THE BIG DEVELOPMENT COMPANIES</li> <li>INCREASE OF EXISTING PROPERTY VALUES</li> <li>CHANGE FROM QUIET RESIDENTIAL TO URBAN AND COMMERCIAL DEVELOPMENT</li> </ol>	essential for residents participation	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p> <p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 31. Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential developments are encouraged to provide a mix of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>		

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Ms Ball				S452 - Motorpoint, Sewardstone Road	No Response	No	No	Additional vehicles in the area will add to the already congested traffic and pollution. It will also put additional pressure on the local infrastructure.	Development should be the same height and density, at most, as the housing in the local area. With parking spaces, at least 1 space per household.		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Lisa Bagley				S452 - Motorpoint, Sewardstone Road	No	No	No	Have highways considered impact on already busy junction, including being used as an alternative route when the m25 is impacted by closures? Too many homes in a small area, urbanisation of a suburban area makes no sense. That is not the reason people move to Chingford for. Where is the provision of education/health & social services along with an uplift in transport options to serve the massive increase of people in a very concentrated area. Would like to see a good argument for building residential homes in a flood area - why put at risk when an increase in climate change. Bottom of Kings head hill area always affected by heavy rain.	Build low rise developments and houses, not tower blocks, with gardens to provide an improvement to wellbeing, as the pandemic showed people need an outdoor space of their own. Review with the Corporation of London and "Lea Valley Park to understand impact to S136 - should not impact detrimentally. Highways to visit and monitor as part of review of local infrastructure. Plan should include provision of education/health/social etc services. Housing is needed but the right housing for the area should be considered, this is not Waltham Forest Central or Tottenham Hale.	No	We are directly impacted detrimentally by the proposed development	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Patricia Nye				S452 - Motorpoint, Sewardstone Road	No	No	No	Planned buildings are totally out of keeping with the area. Totally inefficient transport links and parking provided. The area is already severely congested during the day. No planned increase in health provision planned near extra schools.	Buildings shouldn't be more than 3 stories. Unapproved local plans are being used as the precedent rather than the existing buildings. Extra transport links should be provided before completion. Crossrail 2 will not be completed in time if ever.	Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	There appears to be no consideration for the provision of schools. The schools in the local area are all VEM oversubscribed already. Where do you expect the children to go to school? There is only one Dr in the local area. There seems to be no provision for parking. The local area is already very busy on the roads and public transport is very limited. This is an area of low rise housing, houses and bungalows. This development is completely out of character for the area and will change the area completely.			-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>

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Marilyn Gould				SA2 - Motorpoint, Sewardstone Road	No	No	No	The proposal is out of character - the infrastructure is not able to cope with the extra traffic. No matter how much you try to get people cycling, walking etc they will still have one car if not more - where would the parking be? During rush hour particularly as well as other times, the traffic is causing along Lee Valley Road between Enfield and Clingford. Where are the extra school places, medical facilities etc that have been promised for other developments that never materialised!		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Linda Hainsby				SA2 - Motorpoint, Sewardstone Road	No	No	No	I believe that no regard has been given to the existing residents that surround the proposed development on Sewardstone road. Multiple stories is out of keeping with the existing environment - Clingford is a suburb at the entrance to Epping Forest. It is mainly 2 story houses or bungalows. Changing the form and feel of the suburb by building these flats and the other additional proposal to build flats opposite will adversely change the uniqueness of Clingford. Transport - the existing public transport links are inadequate for this development and the further ones planned in the area. There are 2 bus routes that only run 3-4 times an hour. Traffic at the Sewardstone road junction with Kings Head Hill is already regularly congested with traffic jams daily. Inadequate parking in the development will add pressure onto the surrounding residents.	Reduce the height of the proposed block to align with the rest of the properties in the surrounding areas. Address the inadequate public transport and infrastructure	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.
Carole Ladmaker				SA2 - Motorpoint, Sewardstone Road	No Response	No	No	I am not qualified to state whether this plan is either legally compliant or whether it complies with the duty to cooperate. I do know that it is proposed and clearly out of keeping with the part of Clingford where you plan to build. We are always being told that the council is interested in maintaining the borough for all residents but it seems that whenever a chance comes in this part of Clingford you manage to do your worst. In this respect I would mention Alan Wrights, Kings Head Hill, the redevelopment of the land at the top of Madis Avenue where three houses have been built on the site of one bungalow in a dark grey brick which does not in any way match or blend with the existing residences, as well as the two other sites on the Town Plan for Lee Valley Road and Sewardstone Road. My objections are: 1. Tower blocks are out of place in this area and are not ideal for families either. 2. Total lack of imagination in design. It looks like a child's plan for a Lego city. 3. Lack of available housing for those in need is not solved by putting people in boxes. It creates bad feeling for those who use their living areas designed and creates more problems for families who have to live in tower blocks. 4. The facilities for such an increase to the local population are not there now and with the level of aid maintained by government for the foreseeable future are not likely to be. 5. With all the threats we receive on global warming, it is beyond belief that such a collection of high rises would be erected on an area subject to flooding in heavy rainfall, more of which is what we are told we must expect in the future. There seems to be nothing in the plans for this development to appeal to residents either now or in the future. Surely the Council could come up with something better than Lego City.	Go back to the drawing board and think again. Put in a plan that is relevant and sensitive to the area. We are on the edge of Epping Forest and are lucky to have such a wonderful natural environment on our doorstep. Let us enhance that with buildings more appropriate to the urban environment.	Yes	I do not know what examination hearing sessions are but if I means having input to any meetings or a local rethink then yes, of course.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
P.K.Neville				SA2 - Motorpoint, Sewardstone Road	No	No	No	The size of the blocks will look out of place and should be no higher than 4 stories. There is no mention of shade, Di/Directia. The roads in the area are already congested. The whole area will be affected.	Protect what little green space & wild life is left. Make fewer dwellings with gardens and include 1 parking spaces per household.	Yes	We should have a say on how any plan affects the area	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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Jan Prior				SA52 - Moorpoint, Sewardstone Road	No Response	No	No	"Potential for height" indication on map has not been discussed with wider community and other interested bodies in the borough.	Far more local consultation, including borough-wide questionnaires, with no work to be approved that does not have at least a 50% approval rating.	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Robert Wills				SA52 - Moorpoint, Sewardstone Road	No Response	No	No	A 17 story block is completely out of character for a semi rural area such as this. The amount of occupancy is too much for the local infrastructure. Use valley field is a bottle neck for traffic for most of the day, and seemed to be improved on. Such a development would only exacerbate this. Lessons learnt from the folly of the 1960's building of high rise dwellings seem to be forgotten. Most of these were pulled down in Waltham Forest. Why start again? The idea of getting everybody onto bicycles is just a pipe dream that will never happen, so why concentrate over everything? Yes, people do need places to live but, the idea need places to play. Over development takes this away.	Halt development.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Lucy				SA52 - Moorpoint, Sewardstone Road	No	No	No	I can't tell how high the buildings are to be. And how much parking, is being allowed.	Height of building not shown.	No	This affects our home, we could be over looked if flats are too tall. And lose sunlight from our gardens.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
E. Dos Santos				SA52 - Moorpoint, Sewardstone Road	No	No	No	The proposed plans will put a stretch on local resources including health services, local school which some are already oversubscribed, local transport services and parking. I live local and already struggle to find parking with majority of houses having dropped curbs. There will be an increase in traffic and noise with children being put at risk with drivers using local roads for short cuts increasing. What is the benefit to us? More more high rise flats being requested in wherever possible to make more money with no consideration for residents.	Don't build homes, build services and facilities to benefit residents.	Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Linda Ball				SA52 - Moorpoint, Sewardstone Road	No Response	No	No	This is a far too large development and will have detrimental impact on local people through overloading of local doctors, schools, parking etc. Also this is near an already busy junction and will create havoc during construction turning local roads into rat runs	How can the average resident say if any of this is legal Typical leader questionnaire from Lew	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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				S452 - Motorpoint, Sewardstone Road	No	No	No	S&S flats would cause so much traffic problems and opposite there will be more flats where they demolished the shops, the traffic is sold now between the reservoirs, MacDonalds has created traffic orange too.		-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Brian Moon				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	I personally do not wish to live in an area with Tower blocks all around me, I cannot see on the plan where it states the height of the properties. But I understand that they could be up to 17 stories high. I used to live in Harringey next to Broadwater Farm (what an awesom on the landscape). That was about 50 years ago now, then moved to Waltham Forest and then onto Chingford because it was nice and rural. Now you are about to change all that, I may as well move back to Harringey	do not think it matters what the public say because you will go ahead and let the properties be built anyway. You should listen to what the public want because at the end of the day it is the public that pay your wages. I would prefer 2 to 3 story properties with a few shops and a restaurant perhaps.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the infrastructure Delivery Plan (IDP) can be secured.
Diana Czekel				S452 - Motorpoint, Sewardstone Road	No	No	No	Our school are over subscribed also our gp, traffic is already catastrophic.		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Jon Ashley				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	This location does not have good transport connections. Public transport is minimal. Roads are congested especially at the junction. Therefore large numbers of residential properties cannot be supported.	Reduce numbers of proposed residential units to fewer than 50	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.



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Gain Taylor				S452 - Motorpoint, Sewardstone Road	No	Response	No		I think you are putting too many new homes and flats in one plot, the schools and doctors and services as well as the public transport wouldn't be able to cope with all the cars. I think it will be a problem as the traffic around these areas are bad at the best of times. I think it will be a problem if the times worse. Sewardstone Road and the road between the reservoir normally at a stand still at certain parts of the day as it is.		-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Ellie				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>The sheer volume of increased residential properties will bring numerous planning and town management concerns, and would go against the Council's own Core Planning Strategy. I believe the main reason the plan should be objected include:</p> <ul style="list-style-type: none"> <li>- considerable over-development</li> <li>- Sewardstone Road and Lea Valley Road are already very busy roads with traffic issues</li> <li>- increased traffic will cause environmental damage which will negatively impact the council's environmental targets.</li> <li>- Building 385 new residences, in such a confined area will put unmanageable pressure on local resources which are already under a large amount of pressure (e.g. schools and healthcare)</li> <li>- During development, the significant building works required could prove hazardous to local residents due to it being next to a filling reserve. Furthermore, would the Council be able to safely assure that the residents of such a tall building would be safe in the event of an explosion on the site next to it.</li> </ul>	<p>apartments or dwellings in character of the local area - other adjacent and opposite properties are two story residences.</p> <p>Increasing the amount of primary and secondary schools in the area.</p> <p>Increasing healthcare providers in the area.</p>	No	-	<p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Laura				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>The roads are already a nightmare along this section of roads with huge traffic build up due to roads leading to A402, A10 and A103, so adding extra cars will make this even worse, and where are all the people who move into these places meant to park their cars? There is already no space around the local area. The building will look completely out of sorts in this area due to the nature of the forest so will look like a complete eyesore and out of place! There is already no school place or appointments for doctors between the residence in the area already so adding to that will be an added pressure in the area. Also where they are planning to build may affect the area of the reservoir and there is already local flooding in the area and also it will affect the wildlife around there.</p>	<p>I dont think anything should be build in that area.</p>		-	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
-				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>Such large blocks of flats in a semi-rural area are completely out of keeping and are on the edge of Royal Eggins forest and grassed hills of the reservoirs. Has anyone considered that at large blocks of flats which are being proposed bring with them crime and that it was not very long ago that such blocks were demolished due to problems. It's unhealthy to have so many people living in close proximity with little area in which to site, exercise, dry washing except on balconies, terraces etc, what action is being taken to ensure that the number of residents in the proposed developments will be able to access health facilities, schooling, public transport and that there will be adequate parking? I believe that the effects of introduction of such large number of additional residents has not been thought through.</p>	<p>If it is necessary to demolish the existing buildings to provide more housing, the new housing should be similar to the new buildings on the opposite side of Lea Valley Road which is in keeping with the area and not not destroy the current feel of semi-rural Chingford.</p>	No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
Mrs V Goldsain				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>The local area is all ready under pressure. You can't get a doctors appointment, you cannot get routine treatment at any of the hospitals. The schools are over crowded. The corner of Lea valley road is always congested row without further traffic being added. There have been a number of accidents near there. These new buildings are too high and too many. I know we need more homes but we also need more schools, doctors, hospitals and shops and parking for all these people to use.</p>	<p>Lower the height of the building. Put in the infrastructure to support all the people moving here as the local schools, hospitals and doctors will not be able to cope.</p>		-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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Marilyn Gould				S432 - Motorpoint, Sewardstone Road	No	No	No	Who in their right mind would consider building extra housing at this cross road! Lee Valley Road cannot be widened due to the reservoirs so the extra traffic will cause extra pollution!		No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to or increase in air quality during the construction or operating stages of development.</p>
Mrs V Coates				S432 - Motorpoint, Sewardstone Road	No Response	No	No Response	The size of the development in BB houses does not take into consideration traffic congestion in this area (Lee Valley Rd is already severely congested.) Lack of provision of schooling, shopping and access to GP surgery. This development along with S433 and S434 makes the size of the development totally unacceptable.		No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Mics Kaur				S432 - Motorpoint, Sewardstone Road	No	No	No	All your proposals for developing sites in North Chingford and Sewardstone area do not take into account the impact this will have on the already heavy traffic flow in the main arteries such as A125 and A100. In addition, what additional provisions will be made to support services like Health and education services? which are already difficult to access as existing residents to access. In terms of economic drive - what are your plans to support the dying and struggling existing businesses? You need to create a thriving high street to encourage people to dwell and shop.	Scrap your plans and look at creating something along the lines of OATC in Longthorpe or indeed Walthamstow. We have a rich history in North Chingford with some excellent creatives, who can support something much more cultural and celebrate with an opportunity to develop opportunities for start up business space.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Andrew Fearn				S432 - Motorpoint, Sewardstone Road	No	No	No	The local area has a shortage of facilities (Doctors/Hospitals/schools etc) now. The local authority is restricting parking access when we need more and there will probably be little parking on-site for those homes. The addition of masses of extra homes will have a severe detrimental effect locally.		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>This response is noted.</p>
Lucy				S432 - Motorpoint, Sewardstone Road	No	No	No	The development is too large, in height and size. There are no buildings of that height close. Our home would be over shadowed by them.	Make them a reasonable height in keep with the general appearance locally. No taller than three or four stories.	No	This affects our home. We could be over looked if flats are too tall. And less sunlight from our garden.	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>

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Peter Heathley				S43 - Motorpoint, Sewardstone Road	No				This location is contrary to LP1 para 4.18 as amended which reads as 'most new development to those places that offer the best access to services, facilities and public transport (both now and for the foreseeable future). S43 does not fall into this category and the Infrastructure Development Strategy does not envisage significant changes within the scope of this plan.	Sites S43, S43 and S44 developments must be reduced to total no more than 130 residences - a number that will still stretch the facilities available.	-	-	The HBA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the Borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sally Tapping				S43 - Motorpoint, Sewardstone Road	No Response	No	No	No	Not in keeping with the surrounding area and lack of infrastructure to assist an increased population.		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
David Tapping				S43 - Motorpoint, Sewardstone Road	No Response	No	No	No	Not in keeping with the surrounding area and lack of infrastructure to support the increased population.		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Wendy Mapp				S43 - Motorpoint, Sewardstone Road	No	No	No	No	For that number of homes it would need to be high-rise buildings which are very much not in keeping with the local environment. It will be an eyesore.	Maximum two story houses	No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Peter Heathley				S43 - Motorpoint, Sewardstone Road	No				Excessive development	Less development	No	-	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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A)				S452 - Motorpoint, Sewardstone Road	No	No	No	385 homes are you for real? This area is so busy already, how can you even think this amount of homes is acceptable? Where will all these people park their cars, what schools will their kids go to & where will they go for doctors & doctors? Stop this now & build something there that will benefit the community; we have nothing here... no places for the elderly, children young & old, people with disabilities, physically & mentally 'needing' We have to travel out of the area & its not fair. It makes it impossible for people like me to live a normal life		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Troy Hunt				S452 - Motorpoint, Sewardstone Road	No	No	No	Something with this level of stories is not in keeping with the surrounding area. It would be incredibly obtrusive to the views across the reservoirs and not to mention the lack of parking or local infrastructure that can cope with that many people.	Maximum 2 story houses.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Linda Ball				S452 - Motorpoint, Sewardstone Road	No	No	No	I understand that there should be adequate infrastructure in place, parking availability etc. There is not.	Less dwellings, family homes with gardens and parking, the sort of property people like to live in.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Peter Heatherley				S452 - Motorpoint, Sewardstone Road	No	No	No	This site allocation is unsound as it is not deliverable. With a PTAL rated at 1b, this site does not comply with London Plan Policy DDC2(d) on transport capacity. Crossrail 2 will no longer become operational within the lifetime of this plan. There are no plans to establish the north-south gateway on the east bank of River Lee.	Reduce the site residence capacity to less than 282 and postpone site development until after completion of a north-south gateway.	No	-	The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Mrs Bernice Burton MBE				S452 - Motorpoint, Sewardstone Road	No Response	No	No	It is not clear to me how the duty to cooperate would be complied with, since it's clear who the other party is. These sites are the River Flood Plain, at a time of increasing heavy rain fall caused by climate change, and the likelihood of changes in weather patterns causing more frequent and heavier rainfall. I believe such high volume building on this site should be illegal.  What alternate sites is being proposed for those businesses? What will happen to their employees? Job losses, and economic decline will likely result. Building on such a massive scale so close to the Giffing Reservoir water supply.	Building on these sites should not be permitted, because of the long term possibility of flooding.  The Plan talked about utilising Green Spaces there are no green spaces in that area. All use on the plans are a low trees.  There should be proper recreational outdoor spaces for adults and children in the plans.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The site allocation requires that replacement commercial floorspace is reprovided, ensuring that the site still provides economic opportunities.  The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.

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Ruby Walrab				S452 - Motorpoint, Sewardstone Road	No	No	No	I am not convinced that flooding will not be an issue on this site. There appears to be insufficient parking and school, healthcare and transport in this area is already overstrained. I feel there will be major traffic issues and a strain on all local services especially if the petrol/ service station is removed.	More parking spaces within the development. Service station to remain, less building generally to this site. New Doctors surgery and additional schools.	No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing flood risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Jaine				S452 - Motorpoint, Sewardstone Road	No			Lack of infrastructure in local area. Proposed plans not in keeping with existing properties in area. These type of developments will cause an extreme amount of pressure on the local area. It is already an area that lacks transportation links and is already extremely congested on the roads.	Development should be in keeping with previous building which was demolished	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Marika Ahmet				S452 - Motorpoint, Sewardstone Road	No Response	No	No	The proposed high rise properties will not match existing area, and will not be in keeping with the area - They will be a blot on the landscape and not wanted in Chingford - a gateway to Epping Forest. How are existing services (healthcare, schools etc) expected to cope with the increased population in the area if the project is completed.	The community feel of the area will be lost as development will create a highly populated town like feel. Could the number of units be reduced using a lower rise development instead - no more than 3/4 storeys high	No	I feel I should have a say in the development of the area I live in	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
John Pennicard				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	There is not enough infrastructure in the local area to support all the extra people in these flats. Not enough parking, school places, doctors surgery places plus it will be a blot on the landscape.		Yes	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S452 - Motorpoint, Sewardstone Road	No	No	No		More parking. More schools are needed and more doctors are needed	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Oliver Vandrom				S452 - Motorpoint, Sewardstone Road	No Response	No	No	How can you build that many flats and have no plan in place for parking the extra burden on local schools, doctors surgery and the detrimental effect it will have on the local community		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
John Smith				S452 - Motorpoint, Sewardstone Road	No	No	No	I think it is illegal, it definitely does not keep in with the area, it will not be able to accommodate people into schools doctors or hospitals, I work at a Drs surgery that is at over-stretched at present. Car parking in the area and congestion is going to be horrendous. I cannot believe the council is even considering this proposal and if this goes through I will lose my faith in the council you will be raising Chelmsford for good.	This should not go through for all the reasons above.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Li				S452 - Motorpoint, Sewardstone Road	No	No	No	Utter failure to consult in any meaningful way over the plans	Proper open consultation with the local population	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
James Lackmeyer				S452 - Motorpoint, Sewardstone Road	No	No	No	It is not the responsibility of the residents to have to consider if a planning application is legally compliant or not. This is the role of the Council and Planning departments. It either is or isn't. If it is not legally compliant, it should be rejected" and so. It is not viable to expect the residents to have access to the documentation or time required to build a legal argument detailing the legality of a major development of this type.  The residents, who are stakeholders in the area in which they live, have a right to have a view on how the proposed development will impact the lives of both them and their families. The discussion does not only centre around the legal argument. Impact to those living in an area and those moving in are key factors and should carry equal weight in the discussion.  High rise properties may be more suited to city living, but suburban design should reflect the type of long people move to the suburbs for: that being space, amenities, improved quality of living to name but a few.  The grounds that was in place before being demolished" the legality of which should be reviewed, contained a range of shops that covered the needs of residents in the area. They helped establish a community, something which town planners like to talk about but through poor design and little thought of the existing area often fail to achieve.  The properties that existed were in keeping with the area with red brick construction and pitched roofs.  The proposed redevelopment of the site with up to 9 stories of accommodation is grossly out of character with other properties in the locality.  The property will dominate the landscape and affect the views of existing residents.  Natural light will be reduced, greatly affecting the living conditions for those opposite and on adjacent roads that surround the proposed development.  The traffic capacity of the Kings Head Hill, Sewardstone Road junction is now at the point whereby there are daily traffic jams leading to increased pollution, congestion and noise.	These developments are not simply places to live, they are changing the shape of the area in which we live. They should be rejected until such time as full public consultation has been allowed to take place that reflects the needs and wants of those living in the area affected by the proposed works.	Yes	All residents should be involved in the process.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
John Huggill				S452 - Motorpoint, Sewardstone Road	No Response	No	No	How do I know	Do not think that document UP3 is sound Duty to cooperate what is that you need to explain	Yes	To see what your intentions are and to argue against over-development	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.

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Fiona Coombs				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>I think this has to be the hardest consultation I have ever been asked to participate in, I do not understand how you think it is appropriate to expect residents to understand what you are asking. Therefore I consider this consultation to be ridiculous and flawed, you would appear to be pushing this through regardless of the local residents concerns or needs.</p> <p>I totally agree with the following comments. This level of intensification prior to housing above all, to the significant detriment of the environment, local business, and the conservation area. It does not fulfil the Councils duty to be sustainable, in the following ways: 1) it is not economically sustainable. The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.7) S46 states 22,540 new homes over 10 years and LBWF is proposing 27,000 new homes by 2025 - a very significant excess of 42% over the required target. This huge development of 383 homes will alter the area detrimentally for local residents with regard to visually ugly tower blocks), increase in traffic (on what is already a busy junction with Kings Head Hill) and the concomitant pollution; local parking; lack of provision for increased local service such as schools, GP access.</p> <p>believe that no regard has been given to the existing residents that surround the proposed development on Sewardstone road - multiple stories is out of keeping with the existing environment. Chigford is a suburb at the entrance to Egging Forest. It is mainly 2 story houses or bungalows. Transport - the existing public transport links are inadequate for this development and the further ones planned in the area. There are 2 bus routes that only run 3x times an hour - Traffic at the Sewardstone Road junction with Kings Head Hill is already regularly congested with traffic jams daily - inadequate parking in the development will add pressure onto the surrounding residents.</p> <p>am not qualified to state whether this plan is either legally compliant or whether it complies with the duty to cooperate. I do know that it is not and neither is it in compliance with the spirit of Chigford's urban form.</p> <p>This is excessive in not going to repeat the very good comments and issues that other residents have made.</p>	<p>Pay attention to car parking, don't build on flood areas, what about our health services, there are limited numbers of GPs in the area. What about school places.</p> <p>Also make a better consultation, this one is flawed</p>	Yes	<p>I don't really know what you mean? This consultation is too complicated, who is it aimed at, if residents, you should try again.</p>	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Cara				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>I am not qualified to state whether this plan is either legally compliant or whether it complies with the duty to cooperate. I do know that it is not and neither is it in compliance with the spirit of Chigford's urban form.</p> <p>This is excessive in not going to repeat the very good comments and issues that other residents have made.</p>	<p>Go back to the drawing board come back with something more realistic</p>	Yes	-	<p>The Local Plan will need to be in general conformity with the Highams Park neighbourhood plan in order to be found sound. This site will be reviewed to ensure this is the case and any amendments made as necessary.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>
Abigail Woodman				S452 - Motorpoint, Sewardstone Road	Yes	No	Yes	<p>Waltham Forest Council quite rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. And in the south of the borough, access to the marshes is being used to support intensive development. In contrast, in the north of the borough, developments must be designed to 'maintain access to Egging Forest and 'mitigate for urban effects to ensure no adverse effect on the Egging Forest SAC. Protecting Egging Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Egging Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed.</p>	Yes	<p>It is essential that green spaces have a voice at the table during the examination hearing sessions.</p>	<p>The SANG strategy will be delivered as part of the Local Plan to ensure the spaces identified within it see improvements as development comes forward.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
-				S452 - Motorpoint, Sewardstone Road	No	No	No	<p>Two many high rise dwellings will completely spoil our area and the vital thing is that there will be no extra resources to meet the needs of new residents</p>	-	Yes	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Linda Hunt				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	-	<p>The Kings head Hill junction cannot accommodate any my cars.</p>	-	-	<p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>
-				S452 - Motorpoint, Sewardstone Road	No	No	No	-	-	No	-	<p>Consistent with National Policy and in general conformity with the London Plan.</p>
Mr G G Underwood				S452 - Motorpoint, Sewardstone Road	No Response	No	No Response	-	-	-	<p>I WISH TO KNOW WHAT IS PROPOSED TO BE BUILT WITHIN THE AREA WHICH AFFECT ME</p>	<p>This response is noted.</p>
NI 471				S452 - Motorpoint, Sewardstone Road	No Response	No Response	No Response	-	-	Yes	-	<p>This response is noted.</p>

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				SA52 - Motorpoint, Sewardstone Road	No	No	No					This response is noted.
Michael Perry				SA52 - Motorpoint, Sewardstone Road	No	No	No	I consider the plan unsound because its right on one of the busiest junctions in Chingford needed for access to all the surrounding areas and the extra traffic it will cause no one will be able to get to work and then not be able to get back to the m25 on a regular basis. If Chingford people wanted to live a high rise we would need to look at withstanding or Haulage and just to make a worthless comment the extremely corrupt Waltham Forest Council does whatever it wants regardless of any protests so there's my stance worth.	Do I look like an architect? Plans to address existing shortage of doctors appointments, dentists, school places, proposal will exacerbate yet not considered.	-	-	This response is noted.
Len Ferguson				SA52 - Motorpoint, Sewardstone Road	No	No	No	I live 200m away and haven't got any information through the door so haven't been consulted. There are policies about green space, and sustainability and this would not follow them and is out of character with the existing buildings.	Much lower block in keeping with existing area. Plans to address existing shortage of doctors appointments, dentists, school places, proposal will exacerbate yet not considered.	No	-	This response is noted.
Brian Moon				SA52 - Motorpoint, Sewardstone Road	No Response	No Response	No Response			No	-	This response is noted.
				SA52 - Motorpoint, Sewardstone Road	Yes	Yes	Yes			No	-	This response is noted.
Cat				SA52 - Motorpoint, Sewardstone Road	No	No	No			No	-	This response is noted.
Tim Hancock				SA52 - Motorpoint, Sewardstone Road	No Response	No Response	No Response	Strongly Object to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, demigrations to the surrounding environment, negatively affecting the current residents?) This is an inconsiderate and arbitrary decision to simply drop a development in to the community in a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions centring on failure to control immigration, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is supported by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.  Fundamentally the building of this nature is an amoral and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.  The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is a virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a liberal foundation for its existence.  The current proposed developments are a reversion of the failures that are	Reject based on continued denigration to local community and strain on local services, as pointed out above.	No	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Sainsbury's tactics to displace current communities. This approach also seeks to erode the destruction of local communities by reporting anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response

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Reto Fisher				S453 - Lea Valley Motor Company	No	No	No	<p>Waltham Forest Local Plan (LFP1) 2020 - 2035 Policy 11 A. v. states: "400 homes in the Sewardstone Road strategic location". Between S452, S453 and S454 there is a "indicative development capacity" of 477, an increase of 10% above the plan. So LFP1 is not sound in alignment with LPI. This is also the number of homes developers claim they need to further increase density to fund affordable units and S05 agreements.</p> <p>Policy 11 C states: "strengthen, support and encourage existing and new employment opportunities". S452 and S453 are commercial land, so designating area for residential development does not align.</p> <p>Policy 11 is states "contribute to the improvement of... walking and cycling accessibility, connectivity, permeability and legibility to Ponders End". Improvement of active travel facilities along Lea Valley should be included in the Development guidelines.</p> <p>Waltham Forest Local Plan (LFP1) 2020 - 2035 states that "areas will benefit from having improved transport access via links to Crossrail 2 stations in Enfield to the west. This will enable the expansion of the Sewardstone Road neighbourhood centre".</p> <p>As Crossrail 2 has been suspended it is very unlikely that it will be built within plans timeframe, therefore it should be removed from consideration and any current facilities and projects with confirmed funding should be included.</p>	<p>What is the Duty to co-operate and what makes a plan sound or not sound. Is this consultation for the public or planning officers?</p>	-	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding, the choices made in the plan are backed up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Having no regulatory or national planning barriers to delivery. -Delivery partners who are signed up to it; and -Coherence with the strategic of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough', in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	
-				S453 - Lea Valley Motor Company	No	No	No	<p>The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.</p>	<p>The proposal of the buildings and height of the buildings do not fit in with the keeping of the suburban area. There will be more pressure on services that are already overly stretched i.e. transport, schools, GP practices, social care etc. There will be more congestion and traffic fumes on the roads. Initial plans were unapproved but went ahead anyway. Insufficient parking.</p>	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that undermines cycling, walking and public transport use. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. In April 2020, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan Car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>	
Susan Marsh				S453 - Lea Valley Motor Company	No	No	No	<p>Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, overnight, additional demand for parking. Consultation flawed as no haffens/public meeting to advise residents, only one live zoom meeting. Shortage of doctors, hospitals, dentists, schools etc.</p>	<p>Build homes to height of existing buildings, provide parking, healthcare, education etc.</p>	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The consultation was carried out in accordance with the regulations in the Town and Country Planning (Development) 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>	
Mike Chimes				S453 - Lea Valley Motor Company	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, but that reason it difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendments to the plans may be rejected for failing to comply with rules that are not transparent to consultees. Consultation on the site allocation (LFP1) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LPI) for 2020-2035. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point scoring, while efforts have been subject to abuse making orderly meetings difficult. It is difficult to determine whether consultation with the public has been legally compliant, given the involvement of business and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from LPI and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 3400 homes an. While BWF has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet upgraded housing need. More</p>	<p>It is suggested that until master plans are developed, through consultation, for the main ones identified in eg LPI map consultation on individual sites, it is unclear whether this is justified alongside the loss of local employment opportunities by job development. This site is one of a number of garage sites considered for development. The borough's strategic objectives over to the provision of a variety of employment opportunities, individually this might not represent a great loss of a facility or vehicle related employment, but there needs to be holistic view of the demand for garages across the area, which is far more motor vehicle dependent than southern Waltham Forest. This site is not noted as more vulnerable despite its proximity to the floor use and resources. It is unclear why the reference is made to Epping Forest SAC, when it is for the neighbouring site. The mention of cycle and pedestrian connectivity is made yet any gain in width for cycle lanes along Lea Valley would be beneficial, particularly approaching a busy junction. More generally the Borough support for the 15 minute city challenge at this site. Pedestrian and cycles access to the nearest primary school is difficult, the North Chingford retail and cultural centre is also a push. Potential residents might be attracted by ease of access to Essex and Hertfordshire and the M25 to Sewardstone Road, but there is currently no public transport option to facilitate this. An active frontage is suggested along Lea Valley Road although parking would be difficult and pedestrian access along such a busy road an unattractive option.</p>	Yes	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unit requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: -Research/fact finding, the choices made in the plan are backed up by facts. -Evidence of participation of the local community and others having a stake in the area, and -The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: -Sound infrastructure delivery planning. -Having no regulatory or national planning barriers to delivery. -Delivery partners who are signed up to it; and -Coherence with the strategic of neighbouring authorities, including neighbouring marine planning authorities. -The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough', in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Anthony G Thorne Lip				S433 - Lea Valley Motor Company	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 55, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 54(1).</p> <p>11(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the fact that a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are:</p> <p>(a) each of the specific consultation bodies as in the local planning authority consider may have an interest in the subject of the proposed local plan,</p> <p>(b) any other person whom the local planning authority consider may have an interest in the subject of the proposed local plan.</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emerson Woods Park which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these have will be removed do have doubts as well there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning those will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. The rest of the area will also be subject to these increases and the proposed speed the natural air flow possibly result in pockets with even higher concentrations.</p> <p>Walham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density living allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now label as anti-social behaviour, and mental health problems. In this it was realised in the 1920's that people needed space and New Towns were built with wide open spaces and green areas. This is the 1960's - 70's that people needed space and green areas. This is the 1960's - 70's that people needed space and green areas. This is the 1960's - 70's that people needed space and green areas.</p>	Yes	<p>Because there are too many unwise</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing school or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Joel Phillips				S433 - Lea Valley Motor Company	No	No	No	<p>Without being legally trained or having the time to research the requirements that make the plan compliant, I am unable to comment as to whether I consider the local plan legally compliant.</p> <p>I do not believe that the proposed local plan is sound as there seems little consideration of the current Community, Infrastructure, Environment, or existing residents of the area.</p> <p>The proposed development of over 40 dwellings within this site boundary suggests little consideration has been given to the current density of the locality. Aside from two or three exceptions, the local housing is predominantly provided within 2 story family homes with outdoor space, the proposed development of high density housing in high rise residential blocks is not keeping with the character of the local area. I moved to the area about 7 years ago due to the character, the suburban environment, but most importantly the nice community feel, with such high density housing, I fear that this may change. Policy 12 from LPS identifies a requirement to strengthen the local character of the area or improve the quality of the local environment. I believe that the proposed schemes do not meet this requirement and not within LPS's own proposals as they neither reflect the current character or, in my opinion, improve quality. There also seems to be a lack of consideration regarding access to public transport, the area has a PTAL rating of 3b, the proposals seem to hold hope of Central 2 being within a 20-minute walk away, unfortunately we now know that this is not going ahead. The wider proposal of 400 dwellings, without an increase to local work, will result in the majority of working people having to commute. Considering that Chingford rail station is a 20-minute walk up a steep hill, which will be a challenge to those with ability issues, and cycling up the hill is only for the most dedicated, access to public transport needs to improve. The proposals do not seem to address how access to public transport will improve and yet all the developments are proposed car free. In reality, the households will not be car free, instead they will rely on the bus and the motorway to get to work. This is not keeping with the character of the area. There will be substantial increase in traffic and crime, my safety subject and not with in keeping of the area.</p>	<p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now label as anti-social behaviour, and mental health problems. In this it was realised in the 1920's that people needed space and New Towns were built with wide open spaces and green areas. This is the 1960's - 70's that people needed space and green areas. This is the 1960's - 70's that people needed space and green areas.</p>	Yes		<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or on the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission measures in place prior to development.</p> <p>The Duty to Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p>
Frank Pace				S433 - Lea Valley Motor Company	No	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with policy.</p> <p>Complete lack of affordable housing, no parking provision, this will disadvantage other people. The Plan fails to build more homes than required by the London Plan. Existing residents will be over looked, loss of private, public, meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.</p>	<p>scaled down by 75% and no more than 3 stories high.</p>	No	<p>I am concerned, as to developments in and around my area.</p>	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>
Lloyd Parkinson				S433 - Lea Valley Motor Company	No	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with policy.</p> <p>Complete lack of affordable housing, no parking provision, this will disadvantage other people. The Plan fails to build more homes than required by the London Plan. Existing residents will be over looked, loss of private, public, meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.</p>	<p>Build homes to height of existing buildings, provide parking, healthcare, education, road, infrastructure, etc.</p>	Yes	<p>Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life</p>	<p>The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car capped. Within this through a wide range of measures are being implemented to prioritise non-car space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low traffic neighbourhood (LTN) and the expansion of park infrastructure. This forms part of a holistic approach by the borough to reduce vehicle trips through the infrastructure for sustainable and active travel and changing behaviours.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. Due to a spike in the number of Covid-19 cases at the time of the consultation on this document, engagement events were held online for the safety of our residents and officers.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Lloyd Parkinson				S433 - Lea Valley Motor Company	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build 600 homes that required by the London Plan. Existing residents will be over looked, loss of private daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to allow residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.		Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	The Council commits to a long-term objective of reducing levels of private car ownership and vehicle journey in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be in compliance.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to a spike in the number of Covid-19 cases at the time of the consultation on this document, engagement events were held online for the safety of our residents and officers.
Mr Ball				S433 - Lea Valley Motor Company	No Response	No	No	Additional housing in the area will add to the already busy traffic and pollution!	A lower density housing and that is, at most, the same height as surrounding housing.	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private or motorist vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S433 - Lea Valley Motor Company	No Response	No	No Response	Development not in keeping with surroundings. This is a suburban area with mainly low rise housing. There are also no sufficient parking spaces included. This could be in the form of an underground car park. There are other developments in the borough, such as Fulbourne road, where there has been a runny and gym included in the build. Thus bringing extra services to the area.	Development needs to include services, such as health clinic/doctors surgery, school/pre-school nursery, etc. There also needs to be sufficient parking spaces included. This could be in the form of an underground car park. There are other developments in the borough, such as Fulbourne road, where there has been a runny and gym included in the build. Thus bringing extra services to the area.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (CIS).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Sarah Sanders				S433 - Lea Valley Motor Company	No	No	No Response	I do not believe the Local Plan is Legally Compliant as the process has not been easily accessible and inclusive of the needs of many of our local residents. Many residents in close proximity to the Sewardstone Road sites are of older age, with generally more limited access to the online documents shared and less experience with providing comments and feedback on such complex documents online. The LPA and LPA feedback channels have also been so complicated that they have deterred or prevented most from providing feedback at a time when public meetings have been prevented by the pandemic. This contribution has prevented many from knowing the full detail of, or providing their full feedback on the Local Plans which questions the validity of the community engagement.  I believe the Local Plan is unsound, with the plans for this site and the other two at Sewardstone Road in contradiction to many strategies and plans for the purposes of these comments I have assumed that the proposed 15+ homes will align with the W1 average occupancy of 2.5 (ONS 2011) bringing over 39 new residents.  I development beyond the capacity of local transport or personal transport. Contradicting Local Plan Policy D9 C23 and Local Plan 1 Policy 5 G and the LPA Strategic Policies - Six Golden Threads (2 & 4) This area has a PTAL rating of 1b - with public transport already stretched there would be a struggle to support 39 new residents. While the transport hubs at Chingford, Station Road and Princes End are accessible on foot or bike by the first residents, they are not easily accessible or inclusive to the needs of all residents with the oldest, youngest and those with additional mobility needs being excluded (busy roads, crossings and narrow paths, hilly topography). The proposal of car free development is impractical with limited public transport to the local large supermarkets, and public transport operators terms preventing the carriage of large items (DIY items etc).  There is also the question of resident safety, as it is from the perspective of LPA.	More accessible and in person presentation of the Local Plan to ensure community engagement.  Reducing the proposed development to a maximum of 6 new homes and a maximum of 4 stores (sensitively designed) to maintain more appropriate density of housing in keeping with the area. But this must be supported in order to:- - improving the areas PTAL rating significantly with improved bus routes, expanded cycle lanes and safe walking/hoobly vehicle routes to main the stations.  Rehousing development until once Cross Rail 2 and suitable connections are in place.  Including provision of shared spaces which such as car clubs.  Investing in local healthcare and education services and facilities - new schools or the extension of existing schools to cope with the increased resident numbers. Ensuring that any levels will be needed in the immediate areas.  Ensuring safe and inclusive access to SANGS - such as the reservoir, waterways and pathways to Gunpowder Park as well as new green space as part of the development to limit the impact on Epping Forest SAC.  Improving the junction and road layout at Sewardstone Road and King Road Hill to Lea Valley Road.	Yes	I am part of a local residents association and we are not residents concerns to be included.	This response is noted.  Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is also provision to search Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value in any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to a spike in the number of Covid-19 cases at the time of the consultation on this document, engagement events were held online for the safety of our residents and officers.

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Paul Wallard				S433 - Lea Valley Motor Company	No	No	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise (suburban/semi rural) in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially increased) and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>		-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Mr Ball				S433 - Lea Valley Motor Company	No Response	No	No	<p>The development will add to the already very busy traffic and pollution in the area.</p>	<p>Development should be the same height and density, at most, as the housing in the local area. With parking spaces, at least 1, space per household.</p>		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality through the construction or operating stages of development.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Janine				S433 - Lea Valley Motor Company	No Response	No	No Response	<p>This proposed development is not in keeping with existing buildings in the local area. The area is already highly congested.</p> <p>There is a lack of regular transportation and due to its location it is extremely difficult to walk and cycle locally. Government services such as doctor surgeries and schools are already overpopulated and these plans do not seem to take this into account and do not include any new facilities for the public. Any new developments should be in keeping with the local area and the provision of new amenities for the public should be considered not just housing. This area is already highly congested and adding new homes at an already busy junction will cause major disruptions for local residents</p>	<p>More public services, better transportation links.</p>		-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Lambros Poulitis				S433 - Lea Valley Motor Company	No	No	No	<p>Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentists, nurseries and local schools</p>	<p>Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentists, nurseries and local schools</p>		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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Lary Gooding				SAS3 - Lea Valley Motor Company	No Response	No	No Response	There is not enough capacity for the health services, transport or schools to cope with an increase in homes.	Build fewer or none at all		-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Smita Mandil				SAS3 - Lea Valley Motor Company	Yes	No	No	<p>The plan is unsound as there are no plans to increase the number of schools or school places available to the local area which has oversubscribed schools.</p> <p>It would also put a strain on the available health services where it is already difficult to obtain an appointment with a GP or dentist. Transport links in this area are very minimal so not only would existing transport services be strained it would put demand on additional parking for which, believe there is no capacity and would put pressure on local existing parking with the potential to result in a CO2 zone much to the dissatisfaction of existing residents.</p> <p>The proposed new homes would change the view of the city and create an eyesore I believe but my main concern is the lack of school places available for children being housed in the new homes or moving in to the area.</p>	<p>To make the plan sound I would suggest that there is a new school built close to the proposed new homes, or within walking distance or that the existing local schools are given funding to allow more children to attend and increase the number of teaching staff for the additional number of children expected to move in to the area. New or additional bus routes in to and out of North Chingford would be required, or more frequent buses on existing routes to cope with the number of people moving in to the homes as well as existing residents.</p>	No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p>
Katherine Waldrab				SAS3 - Lea Valley Motor Company	No	No	No	<p>Losing a promising business that brings money into the area and replacing with 15 homes is detrimental to the local area and its current occupants. 15 new homes could mean anything upto and beyond GP services. Without the space in school, hospitals and local doctor surgeries.</p>	<p>Houses, with gardens over flats, would be more suitable. More green space is needed. If you are replacing a local sustainable business it should be with an amenity that is needed such as more GP surgeries ect</p>	No	<p>its only fair for those who already live here to have a say in how our area will be affected</p>	<p>The site allocation requires that commercial floorspace is provided, ensuring that the site still provides economic opportunities.</p>
Wendy Mapp				SAS3 - Lea Valley Motor Company	No	No	No	This is going to be a complete eyesore and not in keeping with the local environment.	Maximum 2 story houses	Yes	-	<p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on certain sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Peter Heatherley				SAS3 - Lea Valley Motor Company	No	No	No	This location is contrary to LP1 para 4.18 as amended which reads as 'most new development to those places that offer the best access to services, facilities and public transport (both now and for the foreseeable future). SAS3 does not fall into this category and the Infrastructure Development Strategy does not envisage significant changes within the scope of this plan. Therefore this level of development is not achievable and would not provide livable accommodation.	Sites SAS2, SAS3, SAS4 and SAS5 developments must be reduced to total no more than 130 residences - a number that will still create the facilities available.		-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/28. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
										No		

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Jon Ashby				S433 - Lea Valley Motor Company	No Response	No	No Response	Additional residential units close to this already congested junction is not appropriate. Public transport at this location is minimal	remove this location as suitable for residential development		-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	
X				S433 - Lea Valley Motor Company	No	No	No	NO CONSULTATION TAKEN PLACE	NO MODIFICATIONS RECOMMENDED AS WHOLE PLAN IS NOT S.M.A.R.T 1. INFRASTRUCTURE: JUNCTION ALREADY OVER-USED BY VEHICLES WITH LONG TRAFFIC JAMS 2. NARROW JUNCTION WHICH CANNOT BE WIDENED 3. ENGINEERING MOTORISTS AND PEDESTRIANS USING THE JUNCTION 4. HEAVY DUTY VEHICLES USING JUNCTION AND ROAD, IE M25 AND A406 TRAFFIC - MAIN LONDON ARTERY ROADS 5. HIGH FLOOR OF TRAFFIC USING JUNCTION AND ROADS, IE M25 AND A406 TRAFFIC - MAIN LONDON ARTERY ROADS 6. INCREASE OF CO2 AND OTHER VEHICLE POLLUTION AND BUILDING POLLUTION 7. INCREASED TRAFFIC OF PROPOSAL OF NEW RESIDENTS 8. INCREASED TRAFFIC OF PROPOSAL OF NEW RESIDENTS 9. NO PARKING AVAILABLE 10. ALREADY DANGEROUS JUNCTION WITH MULTIPLE ANIMAL ACCIDENTS 11. NO INFRASTRUCTURE TO COPE WITH INCREASE OF RESIDENTS TO USE HEALTHY, SOCIAL SCHEDULING AND SHOPPING FACILITIES 12. INCREASE OF POTENTIAL CRIME, DECREASE OF SERENITY 13. DAMAGING ENVIRONMENT TO EXISTING TREES 14. NEW PROPOSED RESIDENTIAL PROPERTIES RESIDENTS WILL NOT BE ABLE TO OPEN WINDOWS OR ACCESS BALCONIES DUE TO HIGH INCREASE OF JUNCTION CO2 POLLUTION 15. DRAINAGE LONG TERM ISSUES - THAMES WATER DRAINS UNABLE TO COPE WITH EXPANSION AND SERIOUS AND LONGTERM FLOODING IMMINENT 16. NOISE POLLUTION 17. OVERPOPULATION - RESIDENTS MENTAL HEALTH DECREASE 18. CHANGE OF FABRIC OF LOCAL AREA, CANT CREATE A MINI TOWN FROM NOTHING, DISTURBING PEOPLES LIFESTYLES, LOCAL RESIDENTS HAVE TO COMPROMISE FOR THE BIG DEVELOPMENT COMPANIES. 19. DECREASE OF EXISTING PROPERTY VALUES 20. CHANGE FROM QUIET RESIDENTIAL TO URBAN AND COMMERCIAL DEVELOPMENT	Buildings should be more than 3 stories. Unapproved local plans are being used as the precedent rather than the existing building. Extra transport links should be provided before completion. Crossrail 2 will not be completed in time if ever.	Yes	essential for residents participation	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of benefit for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  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				S433 - Lea Valley Motor Company	No Response	No	No	Planned buildings are totally out of keeping with the area. Totally inefficient transport links and parking provided. The area is already severely congested during the day. No planned increase in health provision planned nor extra schools.	Buildings should be more than 3 stories. Unapproved local plans are being used as the precedent rather than the existing building. Extra transport links should be provided before completion. Crossrail 2 will not be completed in time if ever.		-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	
Mr V Coates				S433 - Lea Valley Motor Company	No Response	No	No Response	Pressure on local amenities ie Schools, GP surgeries, Transport, Parking will be unacceptable. Together with traffic congestion and pollution, Lea Valley Rd is already heavily congested.	Additional schools, GP Surgery, Shopping facilities, and improved transport links.		-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	

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Ruby Walrab				S433 - Lea Valley Motor Company	No Response	No Response	No	Lack of parking and this development in conjunction with others in the same area will put pressure on local services, transport and schooling	All 3 developments in this area need to consider schools, medical services, retail services parking, transport and pollution.		-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
A)				S433 - Lea Valley Motor Company	No	No	No	Too many flats yet again! Why does Tfwd council feel they need to build up Chingford & take away its character. Chingford is already over populated, schools, gps, vhs dentist. I've lived in Chingford nearly 12 years & I can't get a site dentist & it always takes 2 weeks if your lucky to get a doctors appointment.		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Mr G G Underwood				S433 - Lea Valley Motor Company	No Response	No	No Response	A RUGED DEVELOPMENT WHICH WILL SPOIL THE AREA AND CAUSE MORE TRAFFIC AND CAUSE MORE TRAFFIC WITHIN THE AREA	BUILD BUILDINGS TO A MINIMUM HEIGHT OF FOUR FLOORS HIGH SO IT BLEND IN WITH THE LOCAL AREA AND NOT A BLIGHT WITHIN THE AREA.	No	I WISH TO KNOW WHAT IS PROPOSED TO BE BUILT WITHIN THE AREA WHICH AFFECT ME	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Cassandra King				S433 - Lea Valley Motor Company	No	No	No	I live close to the area and have not had any information put through my door or made known to me about the proposals for the implementation of new housing around Motor point, Sewardstone Road and Lea Valley. Therefore, there has been a lack of consultation for the residents of the local area.  Additionally, air pollution is the biggest environmental threat to humans and has direct effects on habitats and biodiversity. Already Kings Head Hill going north west towards the bottom of this hill has a high volume of traffic and creates a moderate to high volume of pollution. Even on a quiet Sunday the measurement of pollution reads "moderate: 80 pm10 20 (Stagley's. Naturally, in rush hours, when traffic backs up to College Gardens, with cars idling, the levels of pollution per cubic square metre increases. Kings Head Hill and Sewardstone Road are a busy area according to the report: 2020 Air Quality Annual Status Report, where the air quality should be monitored and air improvement projects initiated in this area. The over-development proposals contradict Waltham Forest Councils initiatives to improve air quality in this area. With the proposals for the quantity of new homes and the construction developments involved (dust, volume of construction vehicles, noise, created by developments), the levels of fine particulate matter (PM2.5), ammonia (NH3), nitrogen oxides (NOx), sulphur dioxide (SO2) non-methane volatile organic compounds (NMVOCs) will be increased not just in the construction phase, but when construction is complete and ongoing due to volume of families. The level of proposals, in an area already on the verge of a pollution overload, are not synonymous with the LAs national emissions reduction commitments and opposes the councils climate emergency plans of net zero targets by 2030.	A thorough investigation into the air quality and traffic survey of the region surrounding Motor point, Sewardstone Road, and Lea Valley and an experimental prediction of source of pollution in the area based on the development proposals. Once data has been collected, predicted and analysed, then steps can be taken to review the proposals, ensuring that they are proposals will be much more healthier for the local residents and their environment and aesthetically in keeping with the area of North Chingford.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.

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Marilyn Gould				S433 - Lea Valley Motor Company	No	No	No	The current roads cannot accommodate anymore traffic. Not sufficient medical facilities, shops or transport facilities.			-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Laura				S433 - Lea Valley Motor Company	No	No	No	Building in this area will add to the amount of traffic issues in the area. It is already a nightmare to drive around this area and adding extra homes with more cars will make it even more of a nightmare. There is also barely any room in schools and doctors surgeries in the area and having more people move into the area will put more strain on this.	Need to build another school or doctors on the area to provide for more residents.	No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
AJ				S433 - Lea Valley Motor Company	No	No	No	Too many flats yet again! Stop building Chingford up! Where will these people go to school, dentists, Doctors		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
-				S433 - Lea Valley Motor Company	No	No	No	South buildings are too close to the ancient forest of Epping. The forest is of special scientific interest and will be irreparably damaged by high rise blocks being built on its borders. With Grenfell in mind, how on earth can the council consider building anything over four floors high. Awful idea	You should not build any high rises in Chingford. They do not suit the area. Most new blocks being built are four floors high, as many of the older buildings were built in London. Any higher than 4 floors and you start blocking out the sun and change the feel of an area. Have you seen all those high-rises over at Woodford Green Way? They look awful and threatening and scary to be near, especially at night time.	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 3 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Sally Tapping				S433 - Lea Valley Motor Company	No Response	No	No	Not in keeping with the surrounding area and lack of infrastructure for the increased population		No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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David Tapping				S433 - Lea Valley Motor Company	No	No	No	Not in keeping with the area and would put a huge strain on the area with regards to schools, healthcare, parking etc			-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Rosa Ruggeri				S433 - Lea Valley Motor Company	No	No	No	the site is not large enough to build 15 flats unless they are building up, which does not show on the plans, where are residents expected to park, opposite the site there plans to build more flats.		No	the borough are more concerned in making money than the safety and health of its residents	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Gavin Taylor				S433 - Lea Valley Motor Company	No Response	No Response	No Response		I understand need to build new homes they can't be high rises, it does not fit with surrounding areas and again with the opposing a/pd parking is going to be an issue, infrastructure, public transport and traffic schools, doctor there is a need to upgrade schools and doctors. For its On a councillor saying off for high rises and jobs being created but they do not have to live in these congested areas and deal with all these problems, that these new plots will bring	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Aylin Hassan				S433 - Lea Valley Motor Company	Yes	No	No Response	this junction is such a congested area and complete bottleneck, cramming further homes in this location is not in keeping with the area and not a sound site for homes, further burden on area already restricted for resources. No parking, absurd to assume that all occupants will not need their own transport.	This is a commercial site and should remain so.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Helen Sambridge				S433 - Lea Valley Motor Company	No Response	No	No	Added burden on local services and amenities. Building does not fit in with the area.	Plan needs NOT to progress.	No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>

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John Pennicard				S433 - Lea Valley Motor Company	No Response	No	No	There is not enough infrastructure in the local area to support all the extra people in these flats. Not enough parking, school places, doctors surgery please plus it will be a blot on the landscape.		-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				S433 - Lea Valley Motor Company	No	No	No			No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Paul Leahy				S433 - Lea Valley Motor Company	No	No	No	Leave it alone. Chingford does not need new flats. There isn't enough room for new builds		-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.
John Cole				S433 - Lea Valley Motor Company	No Response	No	No	I do not believe this development is being planned to improve the interests of the existing local community.	Planning permission should not be approved. Leave the existing business in place	No	I believe that the development is being carried out without consideration of the best interests of the existing local community. LBHF is putting money and politics before the residents which they are supposed to serve.	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Carole Ladmaker				S433 - Lea Valley Motor Company	No Response	No	No Response	As previously stated I am not qualified to answer whether this is legally compliant or fails to comply with the duty to cooperate but yet another proposed plan. Another legal building block out of keeping with the area. dont need to explain why it is unsuitable, just go to the site and look at the development of flats which were built on Leggett's old site. This has improved the area greatly and looks very attractive to anyone approaching Chingford from Ponders End. That is what new plans should do. That is what we want our Council to do for us.	Set out to improve the area by building a better place for all, both present and future residents. Dont just aim to get as many people as possible in whatever price of land you have available, it just does not work	Yes	I do not know what examination hearing sessions are but if it means having input to any redesign or a final rethink then yes, of course.	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Due to a spike in the number of Covid-19 cases at the time of the consultation on this document, engagement events were held online for the safety of our residents and officers.
Cassandra King				S433 - Lea Valley Motor Company	No Response	No	No Response			Yes	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
x				S454 - 66.74 Sewardstone Road	No	No	RESIDENTS CONSULTATION NOT COMPLETED	NO MODIFICATIONS RECOMMENDED AS WHOLE PLAN IS NOT S.M.A.R.T 1. INFRASTRUCTURE JUNCTION ALREADY OVER-USED BY VEHICLES WITH LONG TRAFFIC AHEAD 2. NARROW JUNCTION WHICH CANNOT BE WIDENED 3. ENGINEERING MOTIONS AND FREESTANDING USING THE JUNCTION 4. HEAVY DUTY VEHICLES USING JUNCTION AND ROAD, IE M55 AND A465 TRAFFIC - MAIN LONDON ARTERY ROADS 5. HIGH FLOOR OF TRAFFIC USING JUNCTION AND ROADS, IE M55 AND A465 TRAFFIC - MAIN LONDON ARTERY ROADS 6. INCREASE OF CO2 AND OTHER GREENHOUSE POLLUTION AND BUILDING POLLUTION 7. NO PARKING AVAILABLE 8. ALREADY DANGEROUS JUNCTION WITH MULTIPLE ANNUAL ACCIDENTS 9. NO INFRASTRUCTURE TO cope WITH INCREASE OF RESIDENTS TO USE HEALTH, SOCIAL, SCHOOLING AND SHOPPING FACILITIES 10. INCREASE OF POTENTIAL CRIME, INCREASE OF SERBENITY 11. DAMAGING ENVIRONMENT TO EXISTING TREES 12. NEW PROPOSED RESIDENTIAL PROPERTIES RESIDENTS WILL NOT BE ABLE TO OPEN WINDOWS OR ACCESS BALCONIES DUE TO HIGH INCREASE OF JUNCTION CO2 POLLUTION 13. DRAINAGE LONG TERM ISSUES - THAMES WATER DRAINS UNABLE TO cope WITH EXPANSION AND SERIOUS AND LONGTERM FLOODING RISK 14. NOISE POLLUTION 15. OVERPOPULATION - RESIDENTS MENTAL HEALTHY DECREASE CHANCE OF FABRIC OF LOCAL AREA, CAN'T CREATE A MAIN TOWN FROM NOTHING, DISTURBING PEOPLES LIFESTYLE, LOCAL RESIDENTS HAVE TO COMPROMISE FOR THE BIG DEVELOPMENT COMPANIES 16. DECREASE OF EXISTING PRIORITY VALUES 17. CHANGE FROM QUIET RESIDENTIAL TO URBAN AND COMMERCIAL DEVELOPMENT TO THE AREA What is the Duty to co-operate and what makes a plan sound or not sound. Is this consultation for the public or planning officers?		essential for residents participation	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  In April 2020, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Police in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.  The Local Plan requires that developments must retain and protect significant existing trees and retain where possible.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  The Council commits to a long-term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development associated with this Plan is car-free and employment development is car capped. Additionally, the Police in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.
				S454 - 66.74 Sewardstone Road	No	No	Waltham Forest Local Plan (EPI) 2020 - 2035 Policy 11.4, states: "400 homes in the Sewardstone Road strategic location". Between S452, S453 and S454 there is a "indicative development capacity of 477, an increase of 19% above the plan. So LP2 is not sound in alignment with LP1. This is also the number before developers claim they need to further increase density to fund affordable units and S106 agreements. Policy 11.4 states "strengthen, supports and encourages existing and new employment opportunities". S452 and S453 are commercial land, so designating area for residential development does not align. Policy 11.1 states "Contribute to the improvement of... walking and cycling accessibility, connectivity, permeability and legibility to pedestrians and improvement of active travel facilities along the valley should be included in the Development guidelines. Waltham Forest Local Plan (EPI) 2020 - 2035 states that "areas will benefit from having improved transport access via links to Crossrail 2 stations in Ealing to the west. This will enable the expansion of the Sewardstone Road 'neighbourhood centre'. As Crossrail 2 has been suspended it is very unlikely that it will be built within plans timeframe, therefore it should be removed from consideration and only current facilities and projects with confirmed funding should be included. Reinforcement" areas should have maximum height of 5 stories according to Plan LP1.		Yes	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: Research/ fact finding: the choices made in the plan are backed up by facts. Evidence of participation of the local community and others having a stake in the area, and The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: Housing infrastructure delivery planning; Housing or regulatory or national planning barriers to delivery; Delivery partners who are signed up to it; and Consensus with the strategies of neighbouring authorities, including neighbouring marine planning authorities. The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough", in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.	
				S454 - 66.74 Sewardstone Road	No	No	considered unsound due to the high number of stories and large number of new dwellings. The lack of existing parking together with existing traffic problems in this area and continued flooding of local roads would cause huge congestion and make local roads dangerous. There is also not sufficient health provisions, schooling and public transport to support a large increase of homes in this area.	A more sound plan would be a row of shops with only one storey of dwelling above this, together with parking for residents and shoppers. Also careful consideration should be made when constructing these buildings on such a busy main junction. new school, gp service hospital services and bus routes would also be needed, however there is little room to accommodate this.	No	In order to express the strong feelings I have on this matter	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020). Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the population of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Characterisation and Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to intensification and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the population of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S454 - 66.74 Sewardstone Road	No	No	The proposed building S454 is not in keeping with the original planned buildings. The proposed 8 storey building is totally out of character of the area as are S452 & S453. The original plan for site S454 was a 2 storey and had a supermarket which would be much more in keeping with the local area. Quality of life for residents with these high rise buildings will be poor additional traffic, already very heavy, more pollution loss of daylight and the loss of greenery being overlooked. Sites S452 & S453 are being planned on an area with a high risk of flooding, which is worrying. The additional impact on traffic and parking, schools, doctors and nurseries. The site is too overbearing in scale for such a small area.	No higher than 3 storeys, supermarket, additional schooling, doctors transport and parking, keeping the character of the area.	Yes		The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020). Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the population of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.
				S454 - 66.74 Sewardstone Road	No	No			No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing(s)?	If yes, please explain why?	Council's response
David Matson				S454 - 66.74 Sewardstone Road	No	Response	No	<p>The proposals are unsound on two grounds:</p> <p>[1]The housing targets in LPI remain unproven beyond assertion and emerge from the targets within London Plan. As such, they do not provide a sound basis for housing allocations on individual sites, such as S454. On the same grounds, LPI fails to comply with the Duty to Cooperate with the Mayor's housing targets.</p> <p>[2]The admirable policy to enable a 25 minute city has been strengthened in LPI. S454 is an early site that might make this happen in the Sewardstone Road area. However, S454 has not formed part of any master planning of the area. Instead, each site has remains one of many, a scattergun approach that evaluates each site as an individual opportunity site. There is no mention of community uses and the potential of the site to help create a 25 minute city, with all the attendant benefits. The proposal is therefore unsound as it does not address a major policy objective of LPI or present the site potential in the round.</p>	<p>1. The housing targets in LPI should be revised, justified or revised to the levels set out in the London Plan. Development expectations on individual sites should then be revised.</p> <p>2. The Sewardstone Road area should be subject to a master planning exercise to create the basis for a local 25 minute city. It is not too early to start with the upcoming development of 60-74 Sewardstone Road in terms of community benefits and role within the wider community.</p>	Yes	<p>I have already sent written comments on LPI, and have been invited to take part in the Examination this February.</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base including:</p> <ul style="list-style-type: none"> <li>• Research/Fact Finding, the choices made in the plan are based up by facts.</li> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning.</li> <li>• Housing or regulatory or national planning barriers to delivery.</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPO should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	
Mike Chrimes				S454 - 66.74 Sewardstone Road	No	Response	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public is regarded as a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plan may be rejected for failing to comply with rules that are not transparent to consultees.</p> <p>Consultation on the site allocation LPI's element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan LPI for 2026-2030. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate what the main plan from site specific suggestions. At times, it has been difficult to determine the status of meetings which have been very coloured by political point-scoring, while others have been subject to those making earlier meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, reduced by the number of attendees who were, or have been, difficult to get online.</p> <p>In general however it has been apparent both from LPI and what has been stated at consultation meetings a major driver for the reclassification of developments across the borough has been a housing target of c. 3300 homes per year (LPI9 has a long waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites allocated for housing development in the Borough will meet expected housing need. More</p>	<p>The site is already being developed and the consultation is futile however plans should have been developed alongside other proposals for the Sewardstone Road area.</p>	Yes	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed for preparation.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <ul style="list-style-type: none"> <li>• Justified</li> <li>• Effective</li> <li>• Consistent with National Policy and in general conformity with the London Plan.</li> <li>• Legally Compliant</li> </ul> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base including:</p> <ul style="list-style-type: none"> <li>• Research/Fact Finding, the choices made in the plan are based up by facts.</li> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Sound infrastructure delivery planning.</li> <li>• Housing or regulatory or national planning barriers to delivery.</li> <li>• Delivery partners who are signed up to it; and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPO should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	
Cassandra King				S454 - 66.74 Sewardstone Road	No	Response	No	<p>As a result of the consultation, the Council has been able to identify a number of issues that need to be addressed in the Local Plan Document.</p> <p>As a result of the consultation, the Council has been able to identify a number of issues that need to be addressed in the Local Plan Document.</p>	<p>A thorough investigation into the air quality and traffic survey of the region surrounding Motor point, Sewardstone Road, and Lee Valley and an experimental prediction of exposure of pollution in the area based on the development proposals. Once data has been collected, predicted and analysed, then steps can be taken to reverse the proposals, ensuring that they are proposals will be the most health for the local residents and the environment and aesthetically keeping with the area of North Chingford.</p>	Yes	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2023).</p> <p>In April 2023, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car supported. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage of a passive measure.</p> <p>The new Local Plan sets stronger environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stage of development.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council continues to a long-term objective of reducing levels of private car ownership and vehicle journey in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car supported. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low-traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Duty to Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.</p>	
Donna Vaughan				S454 - 66.74 Sewardstone Road	No	Response	No	<p>Initial planning permission was given for this site by the Authority 3 years ago. At this point the existing building was going to be redeveloped adding an extra storey and increasing the residential units to 27. As has happened in other London Boroughs the planning process has been taken advantage of by demolishing the building and then submitting alternative plans to DOUBLE the residential units. I believe that there will be a knock on consequence of the demolition and reconstruction and the existing residential units. Initially during the build there will be increased congestion at what is already a very busy junction in King Head Hill &amp; Sewardstone Road. The only bus route that goes to Walthamstow from the area can already be problematic during busy periods and has in the past had to route out short get back on timetable. For many elderly residents this is their only link to the shops at Chingford Mount and believe this is set up being disrupted for many months. As an estimate you are looking at the area coping with an additional 100-120 adults and children residents, how do parking spaces expected to be sufficient. Many local residents have dropped kerbs for drives but I think parking will become so difficult, respect for driveway and general parking will become a big issue for new and existing residents. Education - I expect many of these properties will be rented for families, how will existing schools be able to cope with additional pupils. Many have already written me letters due to other developments. Whilst this is smaller than the Motspur Park site once all have been developed I cannot see how the area will cope without additional LOCAL schools being built. The same will apply with health care as that how can even 40 families come to the area without additional services being provided for them. The original application involved adding an extra storey to the building but the proposed 8 storey building will tower the junction and ruin the existing residential area. Much of the area is made up of 2 storey houses, many residents of which have often lived in the area for 30+ years they will suddenly have tall buildings shadowing their homes and gardens. Living on the edge of the borough</p>	<p>Revert back to the originally agreed plans for just a 3/4 story building and an 8 storey high rise. This will be more in keeping with other residential properties in the area.</p> <p>Reconsider the shops area - proposed 5 small shops what is really needed is a larger market focus area or Co-op food store that will benefit all residents and maybe just a couple of small shops, not 5 small shops that may end up staying empty or become even more coffee shops.</p> <p>The proposed development only allows for limited parking what will be done to protect existing residents from the knock on effect of this.</p> <p>With only a couple of bus routes in the area residents are more likely to need a car.</p> <p>What will be done to prevent congestion at the busy junction during construction. Could the area in Sewardstone Road directly outside the site be widened by one lane there is quite a wide paved area at the moment to try and improve traffic flow.</p> <p>If all 3 sites ahead as planned what additional resources will be implemented in the area, healthcare, education, parking etc. All these would need to be addressed.</p>	No	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities, identified car routes to transport hubs, parking and improved air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collection and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need to establish in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council continues to a long-term objective of reducing levels of private car ownership and vehicle journey in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car supported. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low-traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Duty to Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.</p>	
								<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there is a lower sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p>				

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
James Lickmuker	S454 - 66/74 Sewardstone Road	No	No	No	No	No	No	It is not the responsibility of the residents to have to consider if a planning application is legally compliant or not. This is the role of the Council and Planning Officers. It is not a legal requirement that a planning application should be rejected "en bloc". It is not viable to expect the residents to have to consider if a planning application is legally compliant or not. The Local Plan requires that a legal argument detailing the legitimacy of a major development of this type. The residents, who are stakeholders in the area in which they live, have a right to be consulted on how the proposed development will impact the lives of both them and their families. The discussion does not only centre around the legal argument, impact to those living in the area and those moving in are key factors and should carry equal weight in the discussion. High rise properties may be more suited to city living, but suburban design should reflect the type of living people move to the suburbs for, that being space, amenity, improved quality of living for name but a few. The grants that was in place before being demolished" the quality of which should be reviewed, contained a range of shops that covered the needs of residents in the area. They helped establish a community, something which town planners like to talk about but through poor design and the thought of the existing area often fails to achieve. C) The properties that existed were in keeping with the area with red brick construction and pitched roofs. C) The proposed redevelopment of the site with up to 8 stories of accommodation is grossly out of character with other properties in the vicinity. C) The property will dominate the landscape and affect the views of existing residents. C) Natural light will be reduced, greatly affecting the living conditions for those opposite and on adjacent roads that surround the proposed development. C) The traffic capacity of the King Head Rd, Sewardstone Road junction is now at the point whereby there are daily traffic jams leading to increased pollution, congestion and accident risk. I am not qualified to state whether the plan is legally compliant or fails to comply with the duty to cooperate.	These developments are not simply places to live, they are changing the shape of the area in which we live. They should be rejected until such time as a full suburban housing has been provided. The Local Plan reflects the needs and wants of those living in the area affected by the proposed works.	All residents should be involved in the process.	The Local Plan requires that all new developments should deliver high quality design that is responsive to the local character of an area. Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development of these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs, by identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan requires that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification, or for height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019). Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that include tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of character and environmental assets. The highest level of protection is accorded to former sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), former sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.	
Carole Lickmuker	S454 - 66/74 Sewardstone Road	No	No	No	No	No	No	1. The proposals for S454 are totally out of keeping with existing residential development, the majority of which are 2 storey detached houses or bungalows. There are 2 sets of 3 floor buildings, which, in their own way, have blended in. The Wingrove block flats has always been a part of the village with the area, which, because it is already there, does not justify the erection of more of its kind. Mistakes should always be learnt from and never repeated. 2. The proposal of the building into a proposed site as shown at the end of the plan, dominates the surrounding area, towering high above existing properties and 'closing in' the area. This is totally unacceptable to all those affected. 3. This has gone from a 3 storey plan to develop the pre existing flats and shops (getting a 1 understand it, the previous front facade as per the remaining shops beyond) to an 8 storey plan. It's a rectangular box shape, flat roofed and devoid of character and makes absolutely no attempt to blend or add to the area. 4. There were 6 or 7 flats in the previous building and 41 flats are now proposed with 25 parking spaces. We have already seen what a difference too few parking places on site make when Altona Heights is considered and the King Head Rd extra parking is observed. 5. Services in this area are already very stretched and expanding the population in the rate proposed for this area (440 new homes in this small locality) will be a bad deal for existing residents as well as for newcomers. 6. With regard to the shops which will be on the ground floor level if they are not of the plan to attract reasonable sized businesses they will not have well. Rents are high and there is limited turnover from locals as those who use the shops are mainly the elderly, those without transport and occasional shoppers. Insufficient to maintain a thriving community. 7. Traffic congestion, noise, air pollution, and the loss of amenity should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.	Based on the personal knowledge of the local area and the problems associated with recent developments I do not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Emmons Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. But the rest of the area will also be subject to these increases and the proposed using the natural air flows possibly result in pockets with even higher concentrations. Watford Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent COVID pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the motters road above. If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It was not realised in the 1930's that people needed space and New Towns were built with green spaces, development and open areas. This is the reason	Yes	I do not know what examination hearing sessions are but if it means being input to any regardless or a total rethink then, yes, of course.	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019). Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that include tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposals within the Plan are car free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low traffic neighbourhoods (LTN) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours. As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a more vibrant alternative of congestion, parking problems and improve air quality. The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced. The Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.
Anthony G Thorne Lip	S454 - 66/74 Sewardstone Road	No	No	No	No	No	No	1. Traffic congestion, noise, air pollution, and the loss of amenity should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 2. Before submitting a local plan to the Secretary of State under section of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 38(1). 14(1) a Local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan; (b) each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (c) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the local area and the problems associated with recent developments I do not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Emmons Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. But the rest of the area will also be subject to these increases and the proposed using the natural air flows possibly result in pockets with even higher concentrations. Watford Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent COVID pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the motters road above. If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It was not realised in the 1930's that people needed space and New Towns were built with green spaces, development and open areas. This is the reason	Yes	Because there are too many unanswered q	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the best chances of taking the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a more vibrant alternative of congestion, parking problems and improve air quality. Additionally, Watford Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
Anthony G Thorne Lip	S454 - 66/74 Sewardstone Road	No	No	No	No	No	No	The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012. 2. Before submitting a local plan to the Secretary of State under section of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 38(1). 14(1) a Local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan; (b) each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (c) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. (2) The bodies or persons referred to in paragraph (1) are" (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the local area and the problems associated with recent developments I do not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Emmons Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic. A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. But the rest of the area will also be subject to these increases and the proposed using the natural air flows possibly result in pockets with even higher concentrations. Watford Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent COVID pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the motters road above. If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It was not realised in the 1930's that people needed space and New Towns were built with green spaces, development and open areas. This is the reason	Yes	Because there are too many unanswered q	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the best chances of taking the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a more vibrant alternative of congestion, parking problems and improve air quality. Additionally, Watford Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision. The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing(s)?	If yes, please explain why?	Council's response
				S454 - 60.74 Sewardstone Road	No	No	No	Demolition of the local shops and planning such high rise flats not a good idea. Extra pressure on road congestion, parking, slip near the McDonalds corner.	Should have given all existing shops and residents more time in the planning. The large trees will be removed and the environment will be damaged - like the large oak trees.	-	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p>
Glynis Davlin				S454 - 60.74 Sewardstone Road	No	Response	No	<p>I do not see how these changes will benefit this area and the people living here. These changes will not better the community we already have.</p> <p>1. The plans are not in keeping with the area and in my opinion will look ridiculous not only to current residents but to visitors coming into the area. This is a sub-urban area, not a town or city and is the gateway to rural areas. The density, height and style of the building of Tower Blocks and High Rise are not suitable to such an area. They are unsightly and will not blend with the current landscape.</p> <p>2. I am concerned by the pressure this will impose on local Services.</p> <p>(a) We have low public transport access. Sewardstone Road, King's Head Hill and Lee Valley Road are always busy and at times so congested, traffic comes to a standstill. Cutting in time is very challenging.</p> <p>(b) Parking is also a concern with inadequate parking spaces allocated. Where are all these people going to park? Who has parking spaces already.</p> <p>(c) Where are the plans for the development of Healthcare Services? It is difficult enough already getting hold of your GP. Social Care services are already overstretched. Where are the plans for development there?</p> <p>(d) Where are the plans for the development of extra schooling? Schools are overstretched already.</p> <p>3. I am concerned that unapproved plans are being used as a precedent rather than pre-existing buildings at this site (60.74 Sewardstone Road). Also site restrictions, imposed by the council on the retail units prevent the use of a supermarket as was originally proposed.</p>	<p>The modifications I consider necessary to make the plan legally compliant and sound would be the buildings to be no more than FOUR STOREYS HIGH with the necessary PARKING SPACES to facilitate the number of residents anticipated to be living there. Also for a local supermarket which would also require adequate parking facilities.</p>	-	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of identification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2020).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
				S454 - 60.74 Sewardstone Road	No	No	No	<p>In S454, this area is at the end of my garden in Laurel Gardens. The proposed plans are grossly out of keeping with the area. There is one small block of flats on the opposite side of Sewardstone Road next door to what was a public house and is a nice terrace. The flats do not overlook any immediate area to the back and do not cross in normal sized residences immediately aside or behind. The proposed development is too high and the original proposed development should be adopted which was only one more floor to be added to what was originally at 60.74 Sewardstone Road before they were demolished. As I understand it, none of the residents in Laurel Gardens objected to the additional floor and we were at least forward to having a Co-Op.</p> <p>It is unacceptable that laurel gardens will be used as the access to the new construction and for the bins to be placed there for emptying. If this does occur the governments will be full of bins and there will be no where for the residents of the road to work which is dangerous and completely unsightly and surely cannot be legal? There is a very large pavement on Sewardstone Road which can accommodate all of the bins and it does not matter to the council or developers what Laurel Gardens looks like, why should it matter that for a few hours every week. I say this because during the presentation it was apparent that the developers were only concerned with what the view looked like from Sewardstone Road.</p> <p>I do not believe that it is acceptable for such large block (8 floors + the 5 storeys) to be so close to Royal Sping forest. Please check this.</p> <p>The proposed development is completely out of character for the area and Chislegford as a sub-burb will resemble and be inner city.</p> <p>It is apparent that no action is being taken to ensure adequate health services, schooling and public transport will be in place by the time such a response.</p>	<p>Lower the height of both the proposed 8 floor block and the remainder to be reduced to retail on the ground and two additional levels. This will not crowd in the residents adjacent to the new building.</p> <p>There should also be an access road in the centre of the new 60.74 Sewardstone road so that those residents can use the access road as well as the driveway to the retail premises and the removal and collection of rubbish.</p>	-	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Local Plan is car-free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low-traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Duty to Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.</p> <p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p>
Sarah Sanders				S454 - 60.74 Sewardstone Road	No	No	No	<p>I do not believe the Local Plan is legally compliant as the process has not been easily accessible and inclusive of the needs of many of our local residents. Many residents in close proximity to the Sewardstone Road sites are of older age, with generally more limited access to the online consultation channels and less experience with providing comments and feedback on such complex documents online. The LPA did not have a feedback form also been completed that they have deterred or prevented most from providing feedback at a time when public meetings have been prevented by the pandemic. This combination has prevented many from knowing the full detail of, or providing their full feedback on the Local Plan which overstates the viability of the community engagement.</p> <p>The demolition of the existing buildings against the previously agreed planning permission, with no reconstruction also raises concerns in the trust of the process.</p> <p>Further to this from the consultation sessions organised by the developers and architects it has been made clear that agreements have been made with the council behind closed doors and that the LPA is being used as a precedent for building height and density despite not yet having been approved.</p> <p>I believe the Local Plan is unsound, with the plans for this site and the other two at Sewardstone Road in contradiction to many strategies and plans for the purposes of these comments I have assumed that the proposed 40+ homes will align with the W7 average occupancy of 2.6 (ONS 2011) bringing over 100 new residents.</p> <p>I Development beyond the capacity of local transport or personal transport Contradicting Local Plan Policy D8 (C2) and Local Plan Policy 5.G and the LPA Strategic Policies - 'No Golden Threads' (2 &amp; 4)</p>	<p>More accessible and in person presentation of the Local Plan to ensure community engagement.</p> <p>Reducing the proposed development to a maximum of 10m to ensure and a maximum of 4 storeys (including designed) to maintain more appropriate density of housing in keeping with the area. But this must be supported by evidence by:</p> <ul style="list-style-type: none"> <li>improving the areas PAU rating significantly with improved bus routes, expanded cycle lanes and safe even walking/mobility vehicle routes to maintain the stations.</li> <li>Reopening development until once Cross Rail 2 and sustainable connections are in place.</li> <li>Including provision of shared access vehicles such as car clubs.</li> <li>Investing in local healthcare and education services and facilities - new schools or the extension of existing schools to cope with the increased resident numbers. Ensuring that any land will be needed in the immediate areas.</li> <li>Ensuring safe and inclusive access to SANGS - such as the reservoir, walkways and pathways to Gunpowder Park as well as new green space as part of the development to limit the impact on Epping Forest SAC.</li> <li>Improving the junction and road layout at Sewardstone Road and King's Head Hill/Lee Valley Road.</li> </ul>	Yes	<p>I am part of a local residents association and with our residents concerns to be included.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. The Local Plan Active Travel and Transport chapters sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine walking, walking and public transport use. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Neil Phillips				S454 - 66/74 Sewardstone Road	No Response	No	No	<p>Without being legally trained or having the time to research the requirements that make the plan compliant, I am unable to comment as to whether I consider the local plan to be compliant.</p> <p>I do not believe that the proposed local plan is sound as it does not take into consideration of the current Community, Infrastructure, Environment, or Existing residents of the area.</p> <p>The proposed development of over 40 dwellings within this site boundary suggests little consideration has been given to the current density of housing locally. Aside from two or three exceptions, the local housing is predominantly provided within 2 storey family homes with outdoor space, the proposed development of high-density housing in high rise residential blocks is not keeping with the character of the local area. I moved to the area just over 7 years ago due to the character, the suburban environment, but most importantly the nice community feel, with such high-density housing, I fear that this may change. Policy 15 from LP1 identifies a requirement to safeguard the local character of the area or improve the quality of the local environment. I believe that the proposed schemes do not meet this requirement set out within LBWF own proposals as they neither reflect the current character or, in my opinion, improve quality.</p> <p>There also seems to be a lack of consideration regarding access to public transport, the area has a PTAL rating of 3b, the proposals seem to hold hope of Crossrail 2 being within a 20-minute walk away, unfortunately we now know that this is not going ahead. The wider proposal of 400 dwellings, without an increase to local work, will result in the majority of working adults having to commute. Considering that Chingford rail station is a 20-minute walk up a steep hill, which will be a challenge to those with ability issues, and cycling up the hill is only for the most dedicated, access to public transport needs to improve. The proposals do not seem to address how access to public transport will improve for residents of the development on site of development, 4 stores does not align with the local of the area. All properties in this area are houses or small development blocks. This proposed block is out of character for the area.</p> <p>In addition, large blocks of flats is out of character for Chingford and a village that is known for wide open spaces and a gateway to the forest.</p> <p>Previous high rise development at Chingford Hill estate was demolished due to a number of issues including anti-social behaviour and replaced with houses and low blocks. This should be replicated across the borough and not move the problems Chingford Hill experienced at another part of the borough.</p> <p>Impact on Laurel Gardens, this is a small narrow cul-de-sac for 18 houses and bungalows. The proposed development will overlook these homes. In addition as the entrance to the development will be via the narrow entrance Laurel Gardens I will cause under congestion and noise to the existing residents as well as impacting their access to the property.</p> <p>Parking, Laurel Gardens and the surrounding roads have minimal parking. As this development will only have 10 parking spaces for 42 properties this will put undue pressure on the residents of Laurel Gardens due to it being the entrance to the property. The proposal to make Laurel Gardens residents parking adds additional costs to the residents and is unlikely to address the issue.</p> <p>Lack of public transport - public transport to the area is poor with only 2 buses every 15-20 minutes. Chingford station is a 25-minute walk a steep hill which is not feasible for many people and especially young families or the elderly. This means that realistically residents will need a car. Why have only 10 parking spaces been provided, with only 5 for development and 5 for surrounding area?</p> <p>This is a suburban area with mainly low rise housing. Transport services (School, healthcare clinics, public transport, etc) insufficient off street parking proposed.</p>	<p>Firstly improvements to local transport need to be implemented, or at very least considered and planned for:</p> <p>Only low rise housing should be considered for these sites, which would be more keeping with the nature of the suburban area the current housing stock.</p>	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Linda Hainsby				S454 - 66/74 Sewardstone Road	No	No	No	<p>Access to public transport will improve for residents of the development on site of development, 4 stores does not align with the local of the area. All properties in this area are houses or small development blocks. This proposed block is out of character for the area.</p> <p>In addition, large blocks of flats is out of character for Chingford and a village that is known for wide open spaces and a gateway to the forest.</p> <p>Previous high rise development at Chingford Hill estate was demolished due to a number of issues including anti-social behaviour and replaced with houses and low blocks. This should be replicated across the borough and not move the problems Chingford Hill experienced at another part of the borough.</p> <p>Impact on Laurel Gardens, this is a small narrow cul-de-sac for 18 houses and bungalows. The proposed development will overlook these homes. In addition as the entrance to the development will be via the narrow entrance Laurel Gardens I will cause under congestion and noise to the existing residents as well as impacting their access to the property.</p> <p>Parking, Laurel Gardens and the surrounding roads have minimal parking. As this development will only have 10 parking spaces for 42 properties this will put undue pressure on the residents of Laurel Gardens due to it being the entrance to the property. The proposal to make Laurel Gardens residents parking adds additional costs to the residents and is unlikely to address the issue.</p> <p>Lack of public transport - public transport to the area is poor with only 2 buses every 15-20 minutes. Chingford station is a 25-minute walk a steep hill which is not feasible for many people and especially young families or the elderly. This means that realistically residents will need a car. Why have only 10 parking spaces been provided, with only 5 for development and 5 for surrounding area?</p> <p>This is a suburban area with mainly low rise housing. Transport services (School, healthcare clinics, public transport, etc) insufficient off street parking proposed.</p>	<p>1- reduce the development in line with the original plans and in line with other developments in the area.</p> <p>2- move the entrance from Laurel Gardens to Sewardstone Road or Chingford Hill who to minimise impact to the small opening on adjacent roads.</p> <p>3- increase the parking in the development and reduce the cycle parking spaces due to the unevenness of the area, having poor transport links and steep hills.</p> <p>4- increase the parking spaces outside the shops on Sewardstone Road to reduce the impact to Laurel Gardens and the shops on the other side of Laurel Gardens.</p> <p>Compensate the existing residents for impact to their house prices.</p>	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Identification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
-				S454 - 66/74 Sewardstone Road	No Response	No	No Response	<p>Development not in keeping with surrounding area.</p> <p>This is a suburban area with mainly low rise housing. Transport services (School, healthcare clinics, public transport, etc) insufficient off street parking proposed.</p>	<p>Development needs to include services, such as health clinic/doctors surgery, school/pre-school nursery, etc. There also needs to be sufficient parking spaces included. This could be in the form of an underground car park. There are other developments in the borough, such as Fuburne road, where there has been a runny and gym included in the build. Thus bringing extra services to the area.</p>	Yes	-	<p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Identification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Marilyn Rundle				S454 - 66/74 Sewardstone Road	No Response	No	No Response	<p>The proposed building of S454 is not in keeping with the original planned building. The 8 storey building is totally out of character of the area, including site S452B &amp; S452. The original planned buildings were 3 storey and small shops and a supermarket would be much more beneficial to the local area community. Quality of life for residents with these high buildings will incur more noise traffic pressure on local amenities traffic and parking, also they will impact on day light, views and privacy of existing residents. Plot S452 &amp; S453 are planned to be built in an area at high risk of flooding, which is worrying.</p> <p>The impact on the waste disposal, traffic at the crossroads is already very heavy and noisy. This is an overbearing scale for such a small area and not in keeping with the character of the local area.</p>	<p>Building no more than 3 storey, additional amenities, schooling doctors parking and play area. Supermarket and petrol station to remain. Traffic system to be updated to help with the extra traffic.</p>	No	-	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all sites allocates passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that flood risk can be successfully managed against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Identification Study (2025).</p> <p>The site allocation requires that commercial floorspace is provided as part of new development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p>

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San Edwards				S454 - 66.74 Sewardstone Road	No	No	No	<p>Planning is being prepared to be submitted for the I2 proposal next month. This proposal is based on 27,000 planned for the borough over a 15-year plan. However, the Housing target was based on a 10 year plan. Therefore, there is no evidence to show that this will be extended to include the same allocation over another 5 years. Therefore over 10 years only 18,000 homes are needed to meet the target. Things can change over such a long time-scale, Waltham Forest doesn't have the space to keep building, which is why all the proposals are for flats, no houses. This is why I also feel this target is based on 8 or 9 years. None and none of the properties planning to be built in Chingford are houses. Covid has shown the importance of outside space for mental health so converting families into flats feels like a step backwards. The tower blocks were pulled down at Chingford Hall estate for this reason.</p> <p>Original planning for 37 flats which now seems to have nearly tripled, when the previous block was not meant to be pulled down. Please note that whilst this was happening cracks appeared both inside and outside of our newly renovated and rendered home, with brick dust caking our vehicles, windows and gardens. A larger development would need deeper foundations, which would again be likely to cause movement.</p> <p>Vehicle access will be to Local gardens. However, no provision to increase the width of the road which is currently wide enough for 2 vehicles. So the additional traffic due to deliveries for residents i.e shopping including food deliveries which will cause problems.</p> <p>The preferred plan is for 41 flats consisting of 10 x 2bed = 20 people + 20 10 x 2bed = 14 people = approx. 67 10 x 2bed = 50 people = approx. 66</p>	<p>low rise max of 3 stories in line with previous building More parking facilities including for shops Change to access for deliveries Wix cycle provision as 32 for 5 shops unnecessary</p>	No	-	<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
-				S454 - 66.74 Sewardstone Road	No	No	No	<p>It is not in keeping with the surrounding area. There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Tardley Lane &amp; Hevin Drive Doctors. They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools. They are full to capacity and how can they possibly take any more people without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population.</p>	<p>It is not in keeping with the surrounding area. There are many reasons: There are no parking facilities and new residents would be parking in all the side roads, this is not safe. In your road you know who's car belongs to who, should an ambulance need to get through or a fire engine, you can ask the neighbour to move. Congestion the crossroads at the Sewardstone junction is a bottle neck and would be made even worse with the additional cars from the new residents. Air pollution caused by the additional cars and many children would be affected due to the 2 close by schools, Tardley Lane &amp; Hevin Drive Doctors. They are stretched to their limit at the moment and could not cope with additional people in the area and would make the correct service even worse. Schools. They are full to capacity and how can they possibly take any more people without affecting the over-stretched facilities and teachers at the current schools. Shops there are no appropriate shops for the additional population.</p>	No	-	<p>Through the evidence published in the Character Intensity Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/instigated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Ian Redwell				S454 - 66.74 Sewardstone Road	No	No	No	<p>The demolition of the shops and flats was illegal as it was against planning permission. The area is a suburban area of small residential houses and low rise flats. This 17 storey development is too tall and not in keeping with the suburban area. There is no infrastructure, schools, district parking to support this. People cannot park on Sewardstone rd by day and it is highly congested already so will force the new proposed residents to park on residential adjoining streets. This will impact on local residents such as us. 385 plus new homes will equate to hundreds of new residents. Also the high rise building is too close to the water front of the reservoir and will greatly affect the path of migratory birds and wildlife including endangered species and amphibians. This plan is detrimental to the area and must be stopped.</p>	<p>A much smaller development of shops with single storey flats above with allocated parking spaces will be acceptable and in keeping with the area.</p>	No	-	<p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the designated Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
Mike Freeman				S454 - 66.74 Sewardstone Road	No	No	No	<p>Insufficient consultation with residents. Therefore there is no co-operation</p>	<p>Consult with all residents in the area. We at use roads around the area and will continue to do so, even against the advice of the WRMF Traffic Department. Some high proposals are in the pipeline if this small, but high, building is acceptable. WE cannot support such a massive upgrowth to our current lifestyle.</p>	No	<p>Details must have a say. Council need tends to favour the developer in all these cases</p>	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of homes to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Peter Dawport				S454 - 66/74 Sewardstone Road	No	No	No	<p>1)The new development is totally out of character with its surroundings and should be limited in height as it is more than twice the height of the adjacent building a little further down the road.</p> <p>2)The original re-development of the site prior to its illegal demolition included a proposed car-pool along the ground floor formed by housing together a number of the garages/shops. This would have been a very welcome addition to the area as apart from the new Watrous local in the Street Garage there are no other, what would be called substantial supermarkets, serving this area. It is necessary to go to either North/South Chingford and Edfield, only accessible by either car or bus - or Waltham Abbey - only accessible by car as there is no bus service - to shop.</p> <p>3)There is totally inadequate parking facilities proposed for the new development both for the new home owners and those visiting the area. By limiting the size of the shops to single units their trade will be severely restricted to mainly people on foot.</p> <p>4)The Sewardstone Road/Kinghead Hill/Laa Valley junction is an extremely busy junction, which can be observed on a daily basis and even at weekends, and any increase in traffic activity will cause grid lock at all times taking into account the other highly unsuitable proposed developments on this junction. Additionally pollution levels for people around this area will be even higher than they are now.</p> <p>5)Childcare facilities have not been taken into consideration and unless there are plans for new schools in addition to the current ones any future children will need to travel some distance by either bus or car.</p> <p>6)No consideration has been given to health and GP facilities which even now are not adequate. Currently there is a doctor's practice in Kinghead Hill, one near the Ridgeway at the junction of Mansfield Hill and one at Littlehall Road/Kings Road of which one is not taking new patients for at this time providing face to face consultations. People in need of medical assistance will need to go to a considerable distance to get attention and I fear this will increase.</p> <p>7)It is a contributory factor to the amount of traffic on the road, and the fact that it is not signed as there is no plan for any additional services, the schools and health care. The existing services are overstretched and don't feel that they can handle the extra volume. The existing transport links are inadequate to support housing which is being proposed without parking and as a result this would negatively impact parking for existing homes. A high rise building of 40 flats is not in keeping with the local area. In addition, it doesn't seem right that unapproved local plans are being used as precedents. This is every busy junction and don't feel that such a large building is appropriate for this area.</p>	<p>Do not proceed with the development as it will do untold damage to the surrounding area</p>	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The site allocation requires that commercial floorspace is provided as part of new development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
-				S454 - 66/74 Sewardstone Road	No	No	No	<p>1)It is a contributory factor to the amount of traffic on the road, and the fact that it is not signed as there is no plan for any additional services, the schools and health care. The existing services are overstretched and don't feel that they can handle the extra volume. The existing transport links are inadequate to support housing which is being proposed without parking and as a result this would negatively impact parking for existing homes. A high rise building of 40 flats is not in keeping with the local area. In addition, it doesn't seem right that unapproved local plans are being used as precedents. This is every busy junction and don't feel that such a large building is appropriate for this area.</p>		No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The definition of tall buildings across the borough is sound and is conforming with the London Plan, as agreed in the Statement of Common Ground at IPE27. The Local Plan is careful to identify the differing characters across the borough and sets clear policy expectations relating to them. Particular attention in relation to this is drawn to Policy 8 - Character Led Intensification and the new 'Building Heights' policy proposed through Main Modifications.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p>
Elisabeth Flist				S454 - 66/74 Sewardstone Road	No Response	No	No	<p>There was little consultation before plans were pretty much finalised. The buildings are out of keeping with the local architectural style. They overtake the area and being a semi rural area with a more city urban design. They lack cohesion. The number of new homes would put pressure on the local infrastructure - roads, healthcare, schools etc. The roads in the vicinity would suffer from pressure on parking as no parking is provided for on site. It is unrealistic that the residents will take the bus as the development is at the bottom of a steep hill. It is a development that will not complement the area - simply bringing angst and conflict</p>	<p>A 3 storey development, in the style of existing buildings, with commercial space would be more cohesive and sound.</p>	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The definition of tall buildings across the borough is sound and is conforming with the London Plan, as agreed in the Statement of Common Ground at IPE27. The Local Plan is careful to identify the differing characters across the borough and sets clear policy expectations relating to them. Particular attention in relation to this is drawn to Policy 8 - Character Led Intensification and the new 'Building Heights' policy proposed through Main Modifications.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Abigail Woodman				S454 - 66/74 Sewardstone Road	Yes	No	Yes	<p>Waltham Forest Council quite rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. And in the south of the borough, access to the marshes is being used to support intensive development. In contrast, in the north of the borough, developments must be designed to "maximise access to Epping Forest and" mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is given by legislation, there is no reason why the same approach cannot be taken towards the marshes.</p>	<p>The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.</p>	No	<p>It is essential that green spaces have a voice at the table during the examination hearing sessions.</p>	<p>The SANG strategy will be delivered as part of the Local Plan to ensure the spaces identified within it use improvements as development comes forward.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consider Natural England in cases where development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on land or areas within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>These robust measures proposed to both avoid and mitigate any recreational harm to the Epping Forest SAC, primarily through the provision of Suitable Alternative Natural Greenspaces and financial contributions to fund the Strategic Access Management and Monitoring (SAMM) strategy, have been developed in consultation and collaboration with Natural England, the City of London Corporation (conservators of Epping Forest) and the Valley Regional Park, all of whom have expressed support for the work Waltham Forest have undertaken (see joint letters at IPE42, IPE43 and IPE42). Natural England are clear that they agree with the conclusions of the IMA and consider the Plan sound on the basis of the well-considered and detailed evidence and strategic produced and the monitoring indicators proposed. For further detail, please see the Statement of Common Ground with Natural England at IPE44 and Natural England's response to the inspectors' further MIOs, dated 23rd January 2023.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mr Ball				S434-60-74 Sewardstone Road	No Response	No	No	Additional housing will add to the already busy traffic and pollution in the local area.	Development should be the same height and density, a mix, as the buildings that were demolished on the site. With parking spaces, at least 1 space per household.		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Wendy Stubbs				S434-60-74 Sewardstone Road	No	No	No	With regard to the 41 homes on this site this area is a small section of Sewardstone road we previously had a row of shops which was great for local people to get supply's but one of the factors was that there was no parking so how can it be that they want to put up more shops with more high rise flat above not to be able to park within their area and as for the Mac Donald's across the road you only have to see the congestion this has caused in our area and to progress more flats is ridiculous and again there will be accidents and trees will be at risk we have enough pollution from traffic from the M25 running through Sewardstone Road.		No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Lloyd Parkinson				S434-60-74 Sewardstone Road	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of private day/night/overnight, additional demand for parking. Consultation flawed as no public/open meeting to discuss residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	No	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it through the addition of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Alicia Goulcher				S434-60-74 Sewardstone Road	No Response	No	No Response	The plan has not been positively prepared since it does not seek to preserve the local character of the area. Chingford is a low rise suburb that forms a gateway to Epping Forest, as such it is NOT appropriate to allow tall buildings to be built in the area. A development of around 40 homes on such a small site inevitably means the intention of building high rise flats. Any development of over 4 storeys high would be totally out of keeping with the predominantly 2 storey buildings in the area. The London Plan states that tall buildings should only be developed in locations that are identified as suitable.	The maximum height of any development on the site should be no more than 4 storeys this should be stated on the local plan rather than around 40 new homes'. The number of new homes should be reduced.	Yes	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
										No	-	

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Lambros Poulas				S434 - 60.74 Sewardstone Road	No	No	No	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
-				S434 - 60.74 Sewardstone Road	No	No	No	The proposed constructions are not in keeping with the area and will be out of place in a suburban area and in view of the overall height and content of all of the proposed developments in the area. I believe that if they were legally compliant there would be sufficient amenities to accommodate such a large number of residences. I do not believe that a comparison town character would agree to such high building aside normal houses and bungalows that are in Laurel Gardens and other roads in the immediate area.	It was originally proposed to replace the demolished properties with a large retail outlet and residential accommodation with one additional floor. I believe that most, if not all local residents had no objection to. I suggest that the original proposal is reinstated.	-	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Characterisation and Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2023/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,930 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
David Tapping				S434 - 60.74 Sewardstone Road	No Response	No	No	Not in keeping with the area and would put a huge strain on the area with regards to schools, healthcare, parking etc.	-	-	-	<p>Through the evidence published in the Characterisation and Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Smita Mandi				S434 - 60.74 Sewardstone Road	Yes	No	No	<p>The plan is unsound as there has been no consideration given to the following:</p> <ul style="list-style-type: none"> <li>school places available, primarily nursery and primary schools; there are few existing and those nearby are oversubscribed.</li> <li>health services available and access to GPs.</li> <li>Public transport links and frequency of buses, capacity and effects on services due to additional residents.</li> <li>Parking spaces for existing residents, potentially leading to a CPZ and dissatisfaction of local residents already in the area.</li> </ul> <p>The Local Plan is unsound as there are no plans to increase the number of schools or school places available in the local area which has oversubscribed schools.</p> <p>It would also put a strain on the available health services where it is already difficult to obtain an appointment with a GP or dentist. Transport links in this area are very minimal so not only would existing transport services be strained it would put pressure on additional parking for which believe there is no capacity and would put pressure on local existing parking with the potential to result in a CPZ zone much to the dissatisfaction of existing residents.</p> <p>The proposed new homes would change the view of the city and create an impression believe, but my main concern is the lack of school places available for children being housed in the new homes or moving in to the area. I believe this is of critical importance and there is no mention of how the plan satisfies the need for additional school places.</p>	<p>To make the plan sound I would suggest that there is a new school built close to the proposed new homes, within walking distance or that the existing local schools are given funding to allow more children to attend and increase the number of teaching staff for the additional number of children expected to move in to the area.</p> <p>New or additional bus routes in and out of North Chisford would be required, or more frequent buses on existing routes to cope with the number of people moving in to the homes as well as existing residents. We need to understand the effect on local health services and how any strain due to new residents moving in to the area will be mitigated.</p>	No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that undermines cycling, walking and public transport use.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mrs V Coates				S434 - 66.74 Sewardstone Road	No	No	No	In combination with the other proposals in this area I am concerned about added pressure on schooling, GP surgeries, traffic pollution, transport, shopping and parking facilities. Investment must be made in these areas before any of the three proposals are considered. Is S432/S3/S4.	Investment must be made into provision for further schools, shops, transport, GP surgeries and to investigate air pollution.		-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Amanda Morley				S434 - 66.74 Sewardstone Road	No	No	No	Shops and facilities are badly needed in this area not more high rises. The area does not support such dense population. Public transport, education and health is not sufficient to support such an increase in population (shops etc) in this area are deficient and badly needed		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but savings were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate capacity from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,820 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, social, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that undermines walking and public transport use.</p>
Aylin Hassan				S434 - 66.74 Sewardstone Road	Yes	No	Yes	8 storey high tower block is not in keeping with the area. Again no provision for parking therefore greater load on surrounding streets. With other local developments this could be too much burden for the area.	Max of 3 storey on top of commercial buildings, parking for commercial buildings, parking for residents, increase number of homes to amenities.		-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
John Smith				S434 - 66.74 Sewardstone Road	No	No	No	Locality services are already overloaded. This development will cause further people and traffic congestion into the area which is already struggling. This development will personally impact current residents quality of life. Going into after the build and am completely opposed to this plan	This whole development should be scaled back to mirror and update what was there previously.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Xiaolu Shan				S434 - 66.74 Sewardstone Road	No	No	No	We do not need high buildings in the suburb area, uk is losing the authentic look and feelings and is turning into a concrete jungle, this will destroy the suburban community and family life. Nonetheless, this will increase pollution, crime and affect parking plus traffic around this location is bad enough. This will cause chaos in the area.	Provide dedicated parking for the new residents, instead of flooding our side roads. Increase security measures to prevent further crime. Set further disposal rules to the new residents to reduce pollution and keeping the streets clean.		we need to be heard	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p> <p>This response is noted.</p>

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				S454 - 66.74 Sewardstone Road	No	No	No	Too many new homes for an already overcrowded area. Traffic heavy now. More homes = more traffic - completely unacceptable. Not enough schools in the area that can be reached by foot making it unsafe for primary school aged children.	Build responsibly. Low rise dwellings only for profit think area needs.			<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Michael Oram				S454 - 66.74 Sewardstone Road	No	No	No	Far too many dwellings, the area is already highly congested, amenities like doctors and schools are already under severe pressure more congestion to local parking and local roads will cause considerable noise and pollution, scale down the development.	Consult local area and get feedback and do a vehicle census and see just how busy the roads are in this area. King's head hill is congested and polluting area, take pollution readings and consider the consequences of more traffic.			<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p> <p>All applications will be required to submit a Construction Logistics Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p>
Mike Freeman				S454 - 66.74 Sewardstone Road	No	No	No	You refer to the unsound development area as the gateway to Chiswick. It will be an eyesore. The local roads are already very congested with the M25 and A40 using Sewardstone junction when problems there. There is no provision for additional public transport/schools/doctor. Being an elderly resident of the area for over 25 years I do need a car. As I'm sure some of the new residents would. There is already pollution from the Edmonton Waste Plant so there would be more traffic emissions at that junction. This development will be completely out of keeping with the rest of the neighbourhood, that's what we are a neighbourhood which you want to destroy. A face to face consultation is required to talk to the local people	The plans need to be considered more in keeping with the original plan 3 story's with 1 large and a couple of small shops. More in keeping with the surrounding area	No	Details must have a say. Council need trends to favour the developer in all these cases	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Frederick Sambridge				S454 - 66.74 Sewardstone Road	No	No	No	Takes little account of extra requirement for local services. Doctor/schools/transport not enough consideration given to extra parking requirements. The building design itself doesn't suit the area being far too tall and ugly to look at.		Yes		<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Identification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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Mr Ball				S454 - 60.74 Sewardstone Road	No Response	No	No	Additional housing will increase the traffic in the local area that is already VERY busy - increasing the pollution!	Reduce the height and density of housing to be in very similar to surrounding housing / to the same height as the buildings that were demolished.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to an increase in air quality during the construction or operating stages of development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Michael Oram				S454 - 60.74 Sewardstone Road	No	No	No	Far to many dwellings, the area is already highly congested, amenities like doctors and schools are already under severe pressure more congestion to local parking and local roads will cause considerable noise and pollution, scale down the development.	Consult local area and get feedback and do a vehicle census and see just how busy the roads are in this area. Kings Head Hill is congested and polluting area, take pollution readings and consider the consequences of more traffic.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were down-padded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,820 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes towards encouraging walking, cycling and public transport use, planning applications for all new development must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p> <p>All applications will be required to submit a Construction Logistic Plan (CLP) prior to commencement of the development which will include suitable measures and monitoring methods that will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.</p>
Mr G G Underwood				S454 - 60.74 Sewardstone Road	No Response	No	No Response	A VERY HIGH BUILDING COMPLEX WHICH WILL BLIGHT THE AREA AND CAUSE MORE TRAFFIC ON THE EXISTING ROADS	BUILD THIS COMPLEX NO HIGHER THAN FOUR FLOORS HIGH AS THIS WILL BLEND IN WITH THE EXISTING AREA.	No	I WISH TO KNOW WHAT IS PROPOSED TO BE BUILT WITHIN THE AREA WHICH AFFECT ME	<p>Through the evidence published in the Character Identification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and is close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
P.K.Neville				S454 - 60.74 Sewardstone Road	No	No	No	This area is already highly congested, adding new homes at this already very busy junction will cause even more disruption for existing local residents. This location is extremely difficult to walk & cycle especially up Kings Head Hill. Planning should include @ least 1 parking space per household.	All 3 developments in the area need to consider extra schools, medical services, parking and transportation/pollution. All these amenities already over populated, and proposing making the area a CPZ is not helping the situation. Buildings should be no higher than 4 storeys.	Yes	We should have a say on how any plans affects its area	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council commits to a long term objective of reducing levels of private car ownership and vehicle journeys in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low-traffic neighbourhoods (LTNs) and the expansion of park infrastructure. The forms part of a holistic approach by the borough to reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours.</p>
Mhn Smith				S454 - 60.74 Sewardstone Road	No Response	No	No Response	This proposal is unsound if the development of over 300 new homes at this SA52 Motorpoint is also to get ahead. Local doctor and dental services are already overstretched and will be unable to cope with the increased demand of such a high number of new residents. The bus service to Chingford station is inadequate to cope with the increased demand likely to be generated by this development and SAS2 and exiting is not an option because of the steepness of Kings Head Hill. The height of the building is also not in keeping with the character of the area.	The height of the building and the number of new homes in this development and SAS2 should be greatly reduced and the number of new parking spaces should be increased. The frequency of the two local bus services which serve the Sewardstone Road/Kings Head Hill road junction should be increased to meet the additional demand. There should be an increase in doctor and dental services.	Yes	I live in the area	<p>There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S44- 66.74 Sewardstone Road	No	No	No	1) feel the build is not in keeping with the surrounding area. The building used as a comparison is sheltered accommodation which has little impact on local amenities. There are no plans for additional healthcare and schooling which are both over subscribed already. Parking is limited in the area and prevent and add no parking allocated for most of the build where people going to park.	2) Reduce height to match that on other side of Laurel Gardens and on the opposite corner of Kings Head Hill - 4 storeys maximum 3) Move the pedestrian entrance to the flats to Sewardstone Road as per original plan 3) Create vehicular access to the development from Sewardstone road on Kings Head Hill to reduce the barriers/pollution/disturbance on Laurel Gardens x10 homes & their residents 4) Remove rubbish collection from Laurel Gardens for all proposed 41 homes 5) Provision of additional services required 6) Provision of adequate parking is required - restate the vertical parking at the front of the development, the reduction to only 3 spaces makes no sense - where do the shop keepers and their staff park (public transport and cycling are not good options at this site) 7) Be realistic about cycling in this area - there is no lighting going towards Waltham Abbey - 2 mins away from the site - very dangerous, and steep hill going towards North Chingford/Woodford etc. The road going towards Effield is also dangerous with high speed vehicles and no cycle path	-	-	The Local Plan requires a character led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2025).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Lisa Bagley				S44- 66.74 Sewardstone Road	No	No	No	1) Not in keeping with the area - height being compared to a disjunctive use block, ie. not privately owned, residential home for elderly/infirm without cars. 2) Original community demolished - development illegally demolished, ruined the local area. 3) Proposed design overlooks gardens and homes in Laurel Gardens and Kings Head Hill - they will need to be compensated for loss of privacy, loss of equity in their homes, difficulty selling their properties. 4) Laurel Gardens residents will be impacted by increase of parked vehicles blocking the narrow street and increase of waiting delivery drivers/increased residents & their visitors. 5) Proposed plan references this unapproved plan and even if the 10 year plan will sign off 60 homes, as if this area can realistically support it (the answer is NO) 6) No extra provision of transport, medical services, school places etc in relation to this development, motorport, sea valley - unfeasible burden on local services. 7) Chingford is not an urban environment like Walthamstow/Tottenham Hale - does not have a tube station or buses flying past every minute - it is semi-rural and has very steep hills therefore people will use cars - sufficient parking has not been provisioned. 8) Proposing more housing but reducing the existing parking - makes no sense - will seriously impact residents in surrounding roads/the surrounding area, this does not improve their lives in any way. 9) Has the impact to the viewing points from Epping Forest been taken into consideration - eg. views from Pole Hill and Vales Meadow - high rises will be a blot on the beautiful landscape - a crying shame, this should be investigated.	2) Reduce height to match that on other side of Laurel Gardens and on the opposite corner of Kings Head Hill - 4 storeys maximum 3) Move the pedestrian entrance to the flats to Sewardstone Road as per original plan 3) Create vehicular access to the development from Sewardstone road on Kings Head Hill to reduce the barriers/pollution/disturbance on Laurel Gardens x10 homes & their residents 4) Remove rubbish collection from Laurel Gardens for all proposed 41 homes 5) Provision of additional services required 6) Provision of adequate parking is required - restate the vertical parking at the front of the development, the reduction to only 3 spaces makes no sense - where do the shop keepers and their staff park (public transport and cycling are not good options at this site) 7) Be realistic about cycling in this area - there is no lighting going towards Waltham Abbey - 2 mins away from the site - very dangerous, and steep hill going towards North Chingford/Woodford etc. The road going towards Effield is also dangerous with high speed vehicles and no cycle path	Yes	We are directly impacted detrimentally by the proposed development	Through the evidence published in the Characterisation Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
				S44- 66.74 Sewardstone Road	Yes	Yes	Yes	-	-	Yes	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC)
Christine Shepherd				S44- 66.74 Sewardstone Road	No	No	No	Floor access to public transport, lack of or inadequate access to health services and schools. High levels of traffic pollution and pollution from the incinerator at Edmonton make the development of high rise flats unsafe from a health perspective.	Houses with gardens and parking would help mitigate the above issues	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and need not contribute to a decrease in air quality during the construction or operating stages of development.  The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorized vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.
Joy Heatherley				S44- 66.74 Sewardstone Road	No	No	No	The plan does not fulfil the legal duty to assess the development needs of their area; plan growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects. (National Planning Policy Framework, page 6). I don't believe that the plan meets the definition of "Sound from the National Planning Framework, paragraph 30. The local plan does not meet the areas objectively assessed needs. The prioritisation of housing is to the significant detriment of the environment, local business, and the construction area.  It does not fulfil the Council's duty to be sustainable, in the following ways: 1) It is not economically sustainable  The Council is seeking to build more than the London Plan requires. It does not "positively and proactively promote economic growth. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive robust and economic prosperity, rather than homogenising the area through boxy tower blocks.  2) It is not socially sustainable  The Council has not entered into joint working with good faith. Resident views have been disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan would substantially change the character of the area, urbanising the gateway to the Forest.  It does not fulfil a social objective to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can	Please see the suggestions above.  in particular: the height of the proposed building must be greatly reduced the plan for a Coop supermarket or similar must be reinstated - this is the one thing in the plan which would serve the existing and future local residents, and will support smaller existing and new businesses. Small units will not survive here on their own - will be run bare and the like of no practical usefulness to the community public transport links and vital facilities as doctors schools and dentists must be improved	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC) (The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets, such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any divergence from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/22. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,620 new homes per year, as well as the London Plan identified need for 6,000 homes per year across London.  In order for the Local Plan to be found "sound" at examination stage, it is required to be accompanied by a Full Sustainability Appraisal and Habitats Regulations Assessment as part of the evidence base.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S44- 66.74 Sewardstone Road	No	No	No	Over development in an already congested location.	Limit storey height to be consistent with existing streetscape	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Paul Wellard				S44- 66.74 Sewardstone Road	No	No	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>	-	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
A)				S44- 66.74 Sewardstone Road	No	No	No	How can you build that amount of homes on such a small space? This is already a very busy area, with the traffic lights, and modernists, where will this homes park their cars, where will the kids go to school & what doctors & dentists will all these people go to? we had in Chingford nearly 25 years. B I can't even get a NHS dentist, or a appointment with my gp	-	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
-				S44- 66.74 Sewardstone Road	No	No	No	<p>The shops and flats originally on this site were demolished against planning permission. Disapproved local plans are being used as the precedent rather than the existing building. Planned buildings are totally out of keeping with the area. Totally insufficient transport links and parking provided. The area is already severely congested during the day. No planned increase in health provision planned nor extra schools.</p>	<p>Buildings should be more than 3 stories to remain in keeping. Extra transport links should be provided before completion. Crossrail 2 will not be completed in time if ever.</p>	No	-	<p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>



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Lisa Bagley				S454 - 66-74 Sewardstone Road	No	No	No	Tower block of 8 stories with balconies proposed overlooking private gardens, where is the consideration for existing residents who own their properties? If they give ahead they must be compensated for disruption, loss of privacy and sheer misery on a day to day basis due to the massive uplift in traffic in Laurel Gardens, this is a narrow road where vehicles cannot pass, now there will be increased burden due to additional 41 homes! Why are we urbanising this area of beauty, on the outskirts of Epping Forest, we value park and the reserves? Makes no sense when Borough flattened tower blocks at Chingford Hall Estate due to the known issues with these types of developments. As we are in a semi-rural area with poor transport links residents of flats will more likely have cars but encourage to park them - have highways & planning visited the site by public transport? The consultation process flawed and not accessible to all those affected. No consideration to impact on local services: doctors/health/education/social	1) Lower the tower block to 4 floors max. 2) provide sufficient parking for shop owners/shop staff/customers/residents/residents visitors including delivery drivers. Highways should visit & discuss with residents. 3) be respectful of home owners and the intrusion on their privacy, nobody should be overlooked 8 floors of flats. 4) review the development from the perspective of Epping Forest and its surroundings - will be a blot on the landscape 5) carry out robust and transparent consultation process that is inclusive 6) plan that shows an increase in provision of transport/education/social & health provision		We are directly impacted detrimentally by the proposed development	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
				S454 - 66-74 Sewardstone Road	No	No	No	The current roads a very busy. It will impact on the quality of life of everyone here. More buses and car will create more pollution and noise. It seems that no one cares about the well-being and health of the neighbourhood.	It need to provide parking area for the new residents. It demands a better infrastructure (more nurseries, hospitals, GP, schools, parks and leisure centres). On top of that, it essential to improve road access to highways. The traficking is already a nightmare.	Yes		As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Robert Andrews-Large				S454 - 66-74 Sewardstone Road	No Response	No	No	N/A  These proposed flats are an intrusion of privacy to myself, neighbours and King Head Hill. In addition to this they will block the sun from my garden.  Also, I do not believe there are insufficient number of schools & health care in the area to cope with all the flats that you are proposing. Also, there isn't enough parking for these flats, there should be one parking space for each flat that you are proposing because the proposed homeowners will have one car (possibly more), where are they going to park because if as you probably hope, they will not use the buses and if they did are there enough and do they run often enough, even getting to Chingford Station, it is a long walk and London Transport often cancel the bus.  I have problems getting out of my road now with the rubbish being collected and deliveries, it is going to be worse because there will be so more bins for LBWF to empty, more of the homeowners in Laurel Gardens should have this inconvenience.			Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.	
John Poppy				S454 - 66-74 Sewardstone Road				I cant believe the council are even considering such an immense development on these sites. With in excess of 1,000 new residents how will amenities including parking and public transport cope. There is no provision for extra schooling and health and social care which are already overran. All I can see is that this proposal is a try on just to see what numbers the council can be pushed to as there is no way this proposal should be considered.  Under this system it should be possible for me to knock down my house and build a tower block. !!!		No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.
Michael Alan Freeman				S454 - 66-74 Sewardstone Road	No	No	No	Not compliant until local voices are heard. Unsound as there has been no co-operation with LBWF	Talk to the locals. Ask what they want and are willing to accept. Don't just plan with very limited knowledge of space, transport links and other infrastructure works. This is a prelude to some massive plans to flood the area with high rise buildings with no character. With no parking provided the local streets will become blockaded. Agent talk to the locals.  This will mean be the proposed Community Hub LBWF keep talking about. Everything will be restricted. Nobody will be able simply access the area.	No	It'll destroy the area if this and future planned high-rise are accepted by LBWF	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. Local Plan Part 2 has been consulted on twice - The first consultation was at the draft stage where the Council held several in-person meetings from October - December 2020. For this pre-submission stage, there was a spike in Covid-19 cases - the council decided to hold these engagement events online for the safety of our residents and officers.  Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
										Yes		

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Lary Gooding				SAS4 - 60.74 Sewardstone Road	No Response	No	No	There is already too much pressure on the health services, transport, traffic and schools. Building even more homes will just increase this pressure to a point where nothing is effective. It is also out of keeping for this area.	Reduce the amount of new homes if they have to be built or don't build them at all!	No	-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Alan Smith				SAS4 - 60.74 Sewardstone Road	No	No	No		Reduce the height, size and number of properties.	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Maree Scully				SAS4 - 60.74 Sewardstone Road	No Response	No	No Response	I believe this development is not sound because it makes no allowance for the impact of 40 households upon the local infrastructure i.e. Doctors and social care capacity, school places, car parking and congestion. This 8 storey high rise is not in keeping with this suburban setting of small houses, bungalows and low level apartment blocks. I strongly oppose this and would ask WF Planners to re-consider: have we learnt nothing from the pandemic about the negative impact on physical and mental health of placing people (especially children) in high rise flats, without gardens.	Waltham Forest is one of the most densely populated boroughs in London - build houses or maisonettes (with small gardens) to give residents quality of life and better health. This urban sprawl would impact the local area - no more high rise lower blocks.	No	The voice of local residents should be heard to improve transparency in the planning process	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Frank Pace				SAS4 - 60.74 Sewardstone Road	No Response	No	No Response	I am totally disgusted by the plans. I've lived in Chingford for over 20 years in a green belt area and flat lies with forests. This development will destroy the lovely views and increase crime and the roads will be ridiculous busy. The area is struggling already and no plans highlighted for improvements to transport. We totally object to the plans.	Scale down by 75% and no more than 3 stories high.	Yes	I am concerned, as to developments in and around my area.	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>

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Mr. Kelvin Jennings				SAS4 - 66.74 Sewardstone Road	No	No	No	Excessive Height. Parking. Upsetting the local look of area... Height restriction should be enforced to No higher than 40 foot including roof. Mr.K.Jennings.	40 foot height restriction... Adequate Parking for the units to be built embraced in building area.	-	-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Susan Reynolds				SAS4 - 66.74 Sewardstone Road	No	No	No	Not in keeping with area	Make smaller	-	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Wendy Mapp				SAS4 - 66.74 Sewardstone Road	No	No	No	40 new homes will be multiple stories. This is not in keeping with the local area. Also the extra footfall is not supported.	Maximum of 2 stories, schools, doctors and parking!!!	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
-				SAS4 - 66.74 Sewardstone Road	No	No	No	We consider a building of 8 stories is not appropriate on this site Originally as I understand there would be bus fleet and a supermarket beneath with adequate parking facilities This road is busy and not well served by transport Also consider the uphill journey to shops in NorthChingford which only has a Coop Tesco express and the new Amazon and the congestion of Chingford Mount if you need to use the underground Also there is no extra provision for health services or school places Our local excellent primary school would not possibly be able to offer a place to junior pupils as it is already heavily subscribed Add to this the prospect of more lower blocks on adjacent sites 1 near the area will be overdeveloped with the resources we currently have	Original plan seemed to be more acceptable and in keeping with our area.	-	-	<p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure is identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Peter Heatherley				SAS4 - 66.74 Sewardstone Road	No	No	No	This location is contrary to LP1 para 4.18 as amended which reads as 'most new development to those places that offer the best access to services, facilities and public transport (both now and for the foreseeable future); SAS4 does not fall into this category and the Infrastructure Development Strategy does not envisage significant changes within the scope of this plan. Therefore this level of development is not achievable and would not provide livable accommodation	Sites SAS2, SAS3 and SAS4 developments must be reduced to total no more than 130 residences - a number that will still stretch the facilities available.	-	-	<p>This is noted.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/28. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p>

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Jane Davoport				S454 - 66.74 Sewardstone Road	No	No	Yes		Whilst I am in favour of providing much needed housing, I do not feel that the proposals for the Sewardstone Road area are sound. I live at *** King Head Hill and I am in very close proximity to the proposed new housing. High rise buildings would be completely out of keeping with the local area. We are right on the edge of the forest, which is a haven for wildlife and would be detrimental to their natural habitat. High rise buildings would take a lot of natural light away from residents towards the bottom of King Head Hill. There would be insufficient parking provision for all the proposed new homes in this area, insufficient school places, insufficient GP provision. All in all it would be a complete nightmare. This is the suburbs of London, not the city. Our relatively green areas should not be taken over by high rise housing.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Marie Scully				S454 - 66.74 Sewardstone Road	No Response	No	No Response	I believe this is unsound because agent we have no mention on child's or surgeries catering for an influx of people to this area. parking is also an issue in the surrounding roads. As for traffic, this area suffers badly when an issue occurs on the M21, M25, A20 and North Circular causing frequent grid locks.	We have family homes in this area and for decades these work. We do not need hideous tower blocks, they do not work.	No	The views of local residents should be heard to improve transparency in the planning process.	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections, and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
John Cole				S454 - 66.74 Sewardstone Road	No	No	No	Site was illegally demolished. Does not fit in with surrounding area which is primarily low rise dwellings. Limited parking for the proposed development. Proposed parking restrictions will negatively impact existing residents in surrounding properties. Development will negatively impact surrounding infrastructure.	Return the site back to it's original size. No more than 3 or 4 storeys tall	Yes	I believe that the development is being carried out without consideration of the best interests of the existing local community. LBWF is putting money and policies before the residents, which they are supposed to serve.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Sally Tapping				S454 - 66.74 Sewardstone Road	No Response	No	No	Not in keeping with the surrounding area and lack of infrastructure for the increased population		Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Sue Cooper				S454 - 66.74 Sewardstone Road	No	No	No	High Rise!!!!		No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
										No		

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Sally Topping				S454 - 60.74 Sewardstone Road	No Response	No	No	Height of building not in keeping with the area		No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	
Ruby Waldral				S454 - 60.74 Sewardstone Road	No Response	No	No	This development alongside others within the same area will put to much strain on existing infrastructure and services. Not enough parking, medical services, schools. Increased congestion, pollution and this build is too high in comparison with rest of area blotting out light and views for existing residents.	If you read my above comments, the modifications should be self evident	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.	
-				S454 - 60.74 Sewardstone Road	No	No	No	The original proposal was to modernise the existing dwellings. The developer ignored the remit and demolished the building in its entirety. We are now faced with an eight story monstrosity. Parking is also limited and transport links to town are poor. The proposed development will turn this corner of North Chingford from a semi rural neighbourhood into a faceless concrete jungle.	A return to the promised plan an improved low level development with retail outlets below. The existing expanse of pavement should be utilised to facilitate parking	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023). As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.	
Len Ferguson				S454 - 60.74 Sewardstone Road	No	No	No	I dont know what SAC is. This should be in full.		No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA), will not normally be granted planning permission without appropriate mitigation measures in place prior to development.	
Mrs Kiprye Oxtas				S454 - 60.74 Sewardstone Road	Yes	Yes	Yes	I am Mrs Kiprye Oxtas living in 1 Laurel Gardens, Chingford HA7. First of all I will have a lot less privacy in my garden and living room as it will be visible to everyone in the apartments. Therefore I won't be able to sunbathe in my garden as it will not be private and block the sun. Also there is not many car parks being created which will leave to people overusing and parking in our closed road. This is already an issue that all neighbours agree on and will get much worse. Noise will also be an issue and will affect me when I'm in my garden and excessive noise at later times will affect my sleep.		No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.	
Stephen Doyle				S454 - 60.74 Sewardstone Road	No Response	No	No	N/A	There is an INTRUSION OF PRIVACY to the homes on Kings Head Hill and Laurel Gardens due the height of building. ALSO there is only 20 parking spaces allocated so there should be a maximum of 50 flats, if 41 flats are built with 5 businesses there should be parking for a minimum of 50 cars. Also - garbage collection, this should be picked up from within the boundary, it is unacceptable for garbage to be collected from Laurel Gardens which is where the only entrance is showing to the land within the boundary, the road is not wide enough, sometimes will not be able to access or leave their homes when garbage is being collected from Laurel Gardens.		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The site is identified as a priority area for new waste management facilities within the adopted North London Waste Plan. This is consistent with the London Plan approach to the siting of waste facilities within designated industrial estates, where their impact can be best mitigated. The Council supports measures to mitigate the impact of such facilities through appropriate design measures.

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Marika Ahmet				S434 - 60.74 Sewardstone Road	No Response	No	No	The proposed high rise properties will not match existing area, and will not be in keeping with the area - They will be a blot on the landscape and not wanted in Chingford - a gateway to Epping Forest, how are existing services (healthcare, schools, etc) expected to cope with the increased population in the area if the project is completed.	The community feel of the area will be lost as development will create a highly populated town like feel. Could the number of units be reduced using a lower rise development instead - no more than 3/4 stories high		I feel I should have a say in the development of the area I live in	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Roy Warren				S434 - 60.74 Sewardstone Road	No Response	No	No	the site proposed is totally unsuitable for the proposed development there are no parking facilities no extra healthcare schooling ect and will completely change the character of the area	address all the things I have mentioned	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S434 - 60.74 Sewardstone Road	No Response	No	No	consider it unsound as there is no plan to develop the existing infrastructure and as such will place a big burden on the existing - it is not in keeping with the surrounding area.		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
John Pennicard				S434 - 60.74 Sewardstone Road	No Response	No	No Response	There is not enough infrastructure in the local area to support all the extra people in these flats. Not enough parking, school places, doctors surgery places plus it will be a blot on the landscape.			-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
John Pennicard				S434 - 60.74 Sewardstone Road	No Response	No	No Response	There is not enough infrastructure in the local area to support all the extra people in these flats. Not enough parking, school places, doctors surgery places plus it will be a blot on the landscape.		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Susan Doyle				S454 - 60.74 Sewardstone Road	No Response	No	No	No Response so I don't need to comment	There is an INTRUSION OF PRIVACY to the homes on Kings Head Hill and Laurel Gardens due to the height of building. ALSO there is only 10 parking spaces allocated to them should be a maximum of 20 flats, if 4 flats are built with 5 businesses there should be parking for a minimum of 50 parking spaces. Also - garbage collection, this should be picked up from within the boundary. It is unacceptable for garbage to be collected from Laurel Gardens which is where the only entrance is showing to the land within the boundary, the road is not wide enough, homeowners will not be able to access or leave their homes if garbage is being collected from Laurel Gardens.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. As set out in the Local Plan, if new residential development within the borough is required to be free from. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newness of delivery, parking problems and improve air quality.
Linda Hainsby				S454 - 60.74 Sewardstone Road	No	No	No	I believe that no regard has been given to the existing residents that surround the proposed development on Sewardstone road - eight stories is out of keeping with the existing environment - Chingford is a suburb at the entrance to Epping Forest. It is mainly 2 story houses or bungalows. Changing the form and feel of this suburb by building these flats and the other additional proposal to build flats opposite will adversely change the uniqueness of Chingford - Transport - the existing public transport links are inadequate for this development and the further ones planned in the area. There are 2 bus routes that only run 3-4 times an hour. - Traffic at the Sewardstone road junction with Kings Head Hill is already regularly congested with traffic jams daily - inadequate parking in the 41 property development will add pressure onto the existing residents of Laurel Gardens, where there is already inadequate parking options. 10 parking spaces for 41 properties are inadequate, especially when 3 will be disabled spaces and 2 for electric charging meaning that there will only be 5 normal spaces putting pressure on Laurel Gardens and surrounding streets  the surrounding area has 2 very steep hills which makes cycling virtually impossible. Why put so many cycle parking spaces in a development where they clearly will not be used. Have you done any assessment on how many people cycle in this area? - infrastructure and shopping. There are no supermarkets in the local area. How are the residents supposed to shop where residents in walkable and public transport inadequate? This will cause greater reliance on shopping deliveries causing greater congestion to Laurel Gardens. - Laurel Gardens is narrow and additional deliveries, vans etc will adversely impact the existing residents. The existing plans put the burden of additional traffic onto Laurel Gardens, which is a small 10 property out-dated. This will have a significant detrimental impact on the residents of Laurel Gardens.	Reduce the 8 story development back to the original proposal of an additional floor to reduce the burden on Laurel Gardens and surrounding streets Ensure the development has adequate parking to reduce the burden on surrounding residents to align with the parking facilities in neighbouring blocks. This may be against L2W existing preferred plans but is needed due to the inadequate public transport and the uniqueness of the built area making walking or cycling to the station unrealistic Change the plans that puts the burden onto Laurel Gardens for deliveries, access and bin collection to the wider Sewardstone road	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Liz				S454 - 60.74 Sewardstone Road	No	No	No	Total absence of sufficient publicity to enable any meaningful consultation or input	A consultation that is open and available to all where local people can engage and have meaningful input	Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Stephen Doyle				S454 - 60.74 Sewardstone Road	No Response	No	No	N/A	There is an INTRUSION OF PRIVACY to the homes on Kings Head Hill and Laurel Gardens due to the height of building. ALSO there is only 10 parking spaces allocated to them should be a maximum of 20 flats, if 4 flats are built with 5 businesses there should be parking for a minimum of 50 cars. Also - garbage collection, this should be picked up from within the boundary. It is unacceptable for garbage to be collected from Laurel Gardens which is where the only entrance is showing to the land within the boundary, the road is not wide enough, homeowners will not be able to access or leave their homes when garbage is being collected from Laurel Gardens.	Yes	-	This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). This study recognises the impact that development can have in conservation areas and advances a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough.
-				S454 - 60.74 Sewardstone Road	No	No	No	the buildings were not supposed to be knocked down, but apparently they were crushed/sued, but we are where we are and lets just them rebuild in an art deco style, something that chingford can be proud of. lets get as much street parking outside of it as possible, no diagonal parking etc. lets make sure these buildings look beautiful, built with lovely bricks and the shops to have old style awnings, and the flats above the rooms should be well used and not those tiny things that are being built everywhere now.	make the buildings be built of beautiful brick, not slabs of grey concrete. lets make this little area one that looks beautiful, with old style art-deco touches and well lit areas and proper parking spaces for todays size of vehicles.	No	-	The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Stephen Doyle				S454 - 60.74 Sewardstone Road	No Response	No	No	No response so I don't need to supply a comment	There is an INTRUSION OF PRIVACY to the homes on Kings Head Hill and Laurel Gardens due to the height of building. ALSO there is only 10 parking spaces allocated to them should be a maximum of 20 flats, if 4 flats are built with 5 businesses there should be parking for a minimum of 50 cars. Also - garbage collection, this should be picked up from within the boundary. It is unacceptable for garbage to be collected from Laurel Gardens which is where the only entrance is showing to the land within the boundary, the road is not wide enough, homeowners will not be able to access or leave their homes when garbage is being collected from Laurel Gardens.	No	-	The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.
				S454 - 60.74 Sewardstone Road	No					No		This response is noted.

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Glynis Owen				SAS4-66-74 Sewardstone Road	No	No	No					This response is noted.
Tracey Fuller				SAS4-66-74 Sewardstone Road	No					No		This response is noted.
Katie Owen				SAS4-66-74 Sewardstone Road	No	No	No					This response is noted.
				SAS4-66-74 Sewardstone Road	No	No	No			No		This response is noted.
				SAS4-66-74 Sewardstone Road	No Response	No Response	No Response					This response is noted.
				SAS4-66-74 Sewardstone Road	No	No						This response is noted.

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				S454-66-74 Sewardstone Road	No	No	No					This response is noted.
Cassandra King				S454-66-74 Sewardstone Road	No Response	No Response	No Response					This response is noted.
Carl Hainby				S454-66-74 Sewardstone Road	No	No	No			No		This response is noted.
Tim Hancock				S454-66-74 Sewardstone Road	No Response	No Response	No Response	<p>I Strongly Object, to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, denigration to the surrounding environment, negatively affecting the current residents?) This is considered an arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions concerning our future to current generations, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is puppets by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a liberal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are characterised by the current developments in the surrounding areas.</p>	Reject based on continued denigration to local community and strain on local services, as pointed out above.	No	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert for the future. SO YES, I STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short term financial terms, will undertake the future wellbeing of the indigenous community?	Offensive Response
Katherine Waldrab				S454-66-74 Sewardstone Road	No	No	No	<p>40 homes I can imagine would be to high for that area. It would be out of character to the area. I agree that new shop premises should be put in place for the benefit of the local residents. Some levels of town health should be built above shops but only upto and not extending three levels including shops on ground floor. The area is already over populated with rubbish to find spaces in schools, hospitals and GP surgeries. Not to mention that there has not been any allocation for parking for all these provisional homes. This again in the long run will only affect the residents already living in this area.</p>	No more than 3 levels including shops on ground floor. Parking spaces should be allocated within the plan. Lots be homes. The prop seen this who country facts, is that we as a nation are allowing too many people into the country its far to easy nowadays to claim asylum lets not ruin our beautiful country. Lets start dealing with the real issue!!!!	Yes	its only fair for those who already live here to have a say in how our area will be affected	Offensive Response
										Yes		

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Saima Newbery				SASS - LUON, Budgeon and Gresham Works	No	No	No	<p>Is the Plan "sound"? There are 4 tests at para 35 of the NPPF:</p> <p>Has the Plan been "justified prepared"? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.</p> <p>"No an SWRF should be seeking to preserve the "Local Character" of the area - residents close to Chingford &amp; Highams Hall Park in the area low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6000 signatures objecting to this particular development proposal and residents views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3 Pg 364) states 12,640 new homes over 20 years and SWRF is proposing 2,200 new homes by 2035 - a very significant excess of 4% over the required target. Since the London Plan was drafted, due to Brexit and COVID, the number of people living in London, is estimated to have fallen by 2 million, so why there pressure on local councils to build on every possible space?</p> <p>Also, the housing target in the London Plan may be altered as the Government has stated that they are proposing to require less development in London and the South East and more in the North as part of the levelling up programme.</p> <p>The majority of the new properties are flats - the PFI model has shown that families want houses with gardens. There should be a good mix of houses to meet the needs of all sections of the population. When will the maximum height of any development on the site should be no more than 3 storeys this should be stated on the local plan rather than exceed 15 new homes". The number of new homes should be reduced.</p>	<p>In the Plan "sound"? There are 4 tests at para 35 of the NPPF:</p> <p>Has the Plan been "justified prepared"? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.</p> <p>"No an SWRF should be seeking to preserve the "Local Character" of the area - residents close to Chingford &amp; Highams Hall Park in the area low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! 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There should be a good mix of houses to meet the needs of all sections of the population. When will the maximum height of any development on the site should be no more than 3 storeys this should be stated on the local plan rather than exceed 15 new homes". The number of new homes should be reduced.</p>	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Research/fact finding, the choices made in the plan are based on by facts.</li> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Affordable infrastructure delivery planning.</li> <li>• Having no regulatory or national planning barriers to delivery.</li> <li>• Delivery partners who are signed up to it, and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p>
Alicia Goulter				SASS - LUON, Budgeon and Gresham Works	No	Response	No	<p>The plan has not been positively prepared since it does not seek to preserve the local character of the area. Chingford is a low rise suburb that forms a gateway to Epping Forest, as such it is NOT appropriate to allow tall buildings to be built in the area. This site is immediately adjacent to a road of 2 story houses and one of the access points is very narrow and shown as being directly across a busy pedestrian path making it extremely dangerous. Any development over 3 storeys high would be totally inappropriate.</p> <p>SWRF is seeking to build more new homes (27,000 by 2035) than required by the London Plan (Fig 3.7 Pg 364). Housing targets should not be met by only providing minimum standards such that the development overruns existing residential areas to the detriment of existing residents or adversely affects the aesthetic and historic character of areas.</p> <p>The plan is not consistent with Regional and National planning policy since SWRF is intending to build many more homes than the London Plan requires - see paragraph above.</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenure to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p>	No	-	
Jane Kestevenbaum				SASS - LUON, Budgeon and Gresham Works	No	Response	No	<p>This is not in keeping with the local character. It changes a largely low rise area and impacts views and skyline. Parking needs have been ignored and it includes those needing their own transport for work or day to day or other circumstances. Not positively prepared.</p> <p>Not Effective. No additional infrastructure planned to cope with the totality of developments SASS - 18</p> <p>Not consistent with regional/national policy. Borough's plans greatly exceed targets. This development adversely affects local views and form the settings of surrounding listed buildings. Any proposal of more than 3 storeys would not meet policy D1 of the London Plan</p>	<p>Developments should be of the same height and as close to character as possible of their surroundings. Facilities on site should be suitable for a diverse demographic and not result in not change the character of the neighbourhood</p>	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>• Research/fact finding, the choices made in the plan are based on by facts.</li> <li>• Evidence of participation of the local community and others having a stake in the area, and</li> <li>• The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>• Affordable infrastructure delivery planning.</li> <li>• Having no regulatory or national planning barriers to delivery.</li> <li>• Delivery partners who are signed up to it, and</li> <li>• Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p>
Anthony G Thorne Lip				SASS - LUON, Budgeon and Gresham Works	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>19. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 34(1).</p> <p>14(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments it is not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LUZ2 zone and given most of the road remaining there will be the first area to pick up the extra CO2 and NO2 from vehicles avoiding the LUZ2 charge. The rest of the area will also be subject to these increases and the proposed upset the natural air flow possibly result in pockets with even a higher concentration.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases in social behaviour, crime and in particular violent crime and mental health issues. Also the recent COVID pandemic showed that areas of high density being allowed the areas to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been examples of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It is this that was realised in the 1930's that people need space New Towns were built with green spaces, low density and more open space. This is the way to</p>	No	Because there are too many unanswered	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenure to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the local environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would not contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce traffic in the borough.</p> <p>The Local Plan states that the use of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make such that necessary infrastructure will be provided at a cost of the proposal and secured through an s136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>



Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Terry Milnes				SASS - UKPN, Budgens and Gresham Works	No	No	No	Worfully inadequate consultation with residents. Not in keeping with the area. Adjacent to a conservation centre and will cause disruption to this. No parking facilities.	Houses built with gardens copying the style of existing housing - parking provided.	Yes	No one is listening to the residents of Chingford -1!	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p>
Christine Shephard				SASS - UKPN, Budgens and Gresham Works	No	No	No	This development again without any parking for residents will result in lower density of the area. Lack of provision of extra infrastructure, health facilities, school place etc. will put extra burden on existing services.	Lower rise , less dense buildings, greater provision of outside space, allocated parking Greater provision for local residents who want to comment on these plans, who do not have access to computer or who are not computer literate. This last comment is equally relevant to all of the plans in the Local Plan for WF.	Yes	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Stuart Kestelbaum				SASS - UKPN, Budgens and Gresham Works	No Response	No	No Response	Not in keeping with local character. Changes a predominantly low rise area and impacts views and skyline. Parking needs ignored and effectively excluding those who need their own transport for work or due to age or social circumstances. Not positively prepared.  Not Effective. No additional infrastructure planned to cope with the totality of developments SASS - SB & G2  Not consistent with regional/national policy. Borough's plans greatly exceed targets. This development adversely affects local views and harm the settings of surrounding listed buildings. Any proposal of more than 3 stories would not meet policy D9 of the London Plan.	Keep developments of the same height and as close to character as possible with surroundings. Make facilities on site suitable for a diverse demographics and their needs rather than a wasteful device of low people should be made to live.	Yes	Not necessarily me but certainly representatives of the affected local community who seen under represented in these planning sessions	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Lloyd Parkinson				SASS - UKPN, Budgens and Gresham Works	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan lacks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no feedback, public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Yes	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
Mike Chimes				SASS - LUON, Budgens and Gresham Works	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plan may be rejected for failing to comply with rules that are not transparent to consultees.</p> <p>Consultation on the site allocation LPD element of the Waltham Forest Plan has been taken for ward more or less in parallel with consultation with the main plan LPD for 2020-2025. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the basis of meetings which have been very coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, expressed by the number of attendees allowed, or have been difficult to get online.</p> <p>In general however it has been apparent both from LPD and what has been stated at consultation meetings that major driver for the intensification of development across the borough has been a housing target of c. 3800 homes per year. While WLF has a large waiting list (2000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More specifically, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More specifically, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More specifically, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need.</p>	<p>It is suggested that until master plans are developed, through consultation, for the main centres identified in LPD eg map consultation (so individual sites is assessed)</p> <p>Development of this site offers the potential to align with a number of the Council's strategic objectives by aligning with the distinctive role of town centres, enhancing the historic and industrial environment, and offering a range of employment opportunities.</p> <p>The potential for workshop or similar use at this site seems to have been overlooked in the development guidelines, although such uses are lacking in Station Road, and such use existed historically here.</p> <p>In contrast to many other development sites in the Borough the target for new homes seems very unambitious for a site of this size in a successful retail area.</p> <p>It is unclear why the site has not been extended further to the north east at the rear.</p> <p>The site access suggested from the north west looks difficult.</p> <p>The improved cycling and walking access suggested is not part of this site.</p> <p>The existing site use and its history are mixed, with potential contaminated land issues not mentioned on the Gresham Works site.</p> <p>Part of the site is a conservation area, with the former IEB building having some merit in the local built environment, while the former Budgens, now Amazon site make no positive contribution to the streetscape. Making all this part of a single development site will require a careful approach to conservation. Consultation would be a key part of this process.</p>	Yes	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/fact finding, the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area; and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning.</li> <li>Having no regulatory or national planning barrier to delivery.</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the LPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p>	
Tom Freer				SASS - LUON, Budgens and Gresham Works	Yes	Yes	No	<p>The plan for the supermarket redevelopment is already outlined as a new shop but just opened - am not opposed to the development of the area behind the retail area into housing as long as there is sufficient parking space available, we are not in an urban but semi rural area and people need cars to get to work and shops further out of the area.</p>	<p>re-address the shop issue and ensure adequate parking.</p>	Yes	<p>This plan is a conservation area, with the former IEB building having some merit in the local built environment, while the former Budgens, now Amazon site make no positive contribution to the streetscape. Making all this part of a single development site will require a careful approach to conservation. Consultation would be a key part of this process.</p>	<p>This plan is a conservation area, with the former IEB building having some merit in the local built environment, while the former Budgens, now Amazon site make no positive contribution to the streetscape. Making all this part of a single development site will require a careful approach to conservation. Consultation would be a key part of this process.</p>	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
				SASS - LUON, Budgens and Gresham Works	No	No	No	<p>The plan for the supermarket redevelopment is already outlined as a new shop but just opened - am not opposed to the development of the area behind the retail area into housing as long as there is sufficient parking space available, we are not in an urban but semi rural area and people need cars to get to work and shops further out of the area.</p>	<p>re-address the shop issue and ensure adequate parking.</p>	No	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>	
Gloria Jones				SASS - LUON, Budgens and Gresham Works	No	No	No	<p>Gross overdevelopment of area and not in context with surrounding area</p>	<p>cancel plan</p>			<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>	
Linda Bracey				SASS - LUON, Budgens and Gresham Works	No	No	No	<p>Non compliance: Within a conservation area that should not be touched. Non-Sound: For neither what legal terms are put forward the plan is unreasonable for the small area of land. Fails to comply with duty to co-operate: This is a village setting with a village green, church and library all within a conservation area. WLF are failing to co-operate with the local people who do not want their village area altered into some kind of urban town.</p>	<p>There are no modifications that can ever make altering this site acceptable to the local people and within a conservation area. It just simply should not go ahead.</p>	No	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any damage from these classes that would lead to either substantial harm or total loss of a designated heritage asset in the borough. There is also robust policy in place to protect and enhance the distinctive character of the Borough's conservation areas.</p>		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				SAS5 - UKPN, Budegens and Gresham Works	No	No	No	Unsound in all ways. Apart from anything else not enough facilities to support such an increase in population. Totally inappropriate for area			-	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding, the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barrier to delivery. - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects. Although it is important that policies are flexible, the DPB should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination through the planning application process.
Paul Wellard				SAS5 - UKPN, Budegens and Gresham Works	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and treescape. In addition these tall buildings will worsen existing properties and have a serious detrimental effect on drivers. There are no parking provisions, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries. This is already a problem with the existing development and will be substantially worsened and should provision. It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.		-	This is the Council's own decision on the Council's examination and assessment of applications made in accordance with the provisions of the Local Plan. Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (CIS). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				SAS5 - UKPN, Budegens and Gresham Works	No	No	No	I thought that the old Budegens building had already been turned into an Amazon shop?	NO COMMENT		-	This response is noted.
Cat				SAS5 - UKPN, Budegens and Gresham Works	No	No	No				-	This response is noted.
Yvonne Sanders				SAS5 - UKPN, Budegens and Gresham Works	No Response	No	No	Is the Plan "sound"? There are 4 sites at para 15 of the NPPF:  Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. The area is BSWF should be seeking to preserve the 'local character' of the area - residents choose to move to Chingford & Highams Park as they are low rise suburbs of nice houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents were not being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3) 3,546 stores 32,640 new homes over 15 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing and not all new developments should be flats.	Ensure that any development is no more than 3 storeys in height and of a complementary style (see new developments a few doors along that has been greeted very favourably by local residents), so that it is in keeping with adjacent properties.	No	I wish to have the opportunity to explain why the Council's proposed developments are not suitable.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developer sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that an undermined cycling, walking and public transport use.
Susan Doyle				SAS5 - UKPN, Budegens and Gresham Works	No Response	No	No	No response or no comments are required	There isn't enough parking NOW so there should not be anymore flats built along Station Rd. More flats will make the area too densely populated. It is good to have retail on Station Rd but more parking is required for shoppers and homeowners, perhaps easily designed two floors of free parking for 30 minutes for shoppers or permit parking for homeowners would be best for this area but not so it looks like a car park, it should be in keeping with the view of Station Rd	Yes	-	Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
										No		

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Jason				SASS - UKPN, Budgets and Gresham Works	No	No	No	I would love to put the detailed and eloquent responses that perfectly articulate how these plans are out of keeping with the area, aren't the type of housing required and just plain aren't necessary.  However after witnessing the utter incompetence and illegal behaviour of LBWV during the mini Holland 'consultation' and the subsequent farcical implementation that ruined the Walthamstow Village area. All whilst introducing traffic chaos and subsequently increasing pollution! Along with the high rise developments on every single car park and available space.  So I'll opt for the comment earlier... You're corrupt, incompetent and operate illegally. You should be ashamed of yourselves.	None	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Jason				SASS - UKPN, Budgets and Gresham Works	No	No	No	I would love to put the detailed and eloquent responses that perfectly articulate how these plans are out of keeping with the area, aren't the type of housing required and just plain aren't necessary.  However after witnessing the utter incompetence and illegal behaviour of LBWV during the mini Holland 'consultation' and the subsequent farcical implementation that ruined the Walthamstow Village area. All whilst introducing traffic chaos and subsequently increasing pollution! Along with the high rise developments on every single car park and available space.  So I'll opt for the comment earlier... You're corrupt, incompetent and operate illegally. You should be ashamed of yourselves.		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
				SASS - UKPN, Budgets and Gresham Works	No	No	No	Many of the local residents including myself have voiced that we do not want this building... you have given no thought to local residents views and matters on this... to call people who pay their taxes and see nothing for it. This side will ruin the area		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  It is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Sandra Beach				SASS - UKPN, Budgets and Gresham Works	No Response	No	No Response	Residents who no longer need to commute are moving out of the area and therefore housing requirements will change. Also there are no plans for new schools and GP surgeries which will be needed if the plans go ahead. The area needs to keep affordable gym facilities and swimming pools to keep local people fit and healthy and therefore out of hospitals and away from GP surgeries	Maybe the legal compliance need to change in line with the latest developments	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Tom Wise				SASS - UKPN, Budgets and Gresham Works	No	No	No	Replace the old Budgets with a low rise retail unit in keeping with the character of the area. Residential is not a good use.	See above	No	Because WFC consistently ignore local resident views in Croydon. They seem to want to penalise us for electing the wrong MP.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.

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				SASS - UKPN, Budgets and Graham Works	No	No	No	No planning has been given to the increase demand on the infrastructure when these properties are complete. None of the local residents have been consulted		-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Helen Chivers				SASS - UKPN, Budgets and Graham Works	No Response	No	No		I do not believe this will be a sensitive development. Any new building needs to be low rise in a traditional style in keeping with the local architectural style.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				SASS - UKPN, Budgets and Graham Works	No	No	No	Proposal not consistent with existing streetscape.	Make proposal compliant with existing streetscape by limiting maximum storey height	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
David Shephard				SASS - UKPN, Budgets and Graham Works	Yes	No Response	No Response				I live close to the proposed development and experience the demand for parking spaces locally. I am lucky enough to have a garage.	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2018). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Susan Doyle				SASS - UKPN, Budgets and Graham Works	No Response	No	No	No response so no comments required	There isn't enough parking NOW so there should not be anymore flats built along Station Rd. More flats will make the area too densely populated.	No	-	The London Plan (2021) sets a 32 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Jane Sias				SASS - UKPN, Budgets and Graham Works	No Response	No Response	No Response	There isn't enough parking currently so there should not be additional housing here. We should also keep Station Road as a retail space to improve job opportunities in the borough. If you kill the high street the area becomes run down and abandoned.		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The site allocation requires that replacement commercial floorspace is reproduced, ensuring that the site still provides economic opportunities.
Martin Beard				SASS - UKPN, Budgets and Graham Works	No Response	No	No	I have no idea if the plan is legally compliant. I do know that any plan that fails to provide car parking will cause a problem for local residents		No	-	Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Raymond Moffat				SAS5 - UKPN, Budgeons and Gresham Works	No Response	No	No	This is yet another proposal that seeks to alter the character of Station Road by over development for housing at the expense of the size of the property. This and the proposal for the Chingford library and Assembly Hall are linked.	Listen to the views of the local residents, who are against these oversized developments. They are too high and out of character for the area	Yes	There is no point putting the proposal out for public consultation if you don't than listen and act on their views, participation is part of that process.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Raymond Moffat				SAS5 - UKPN, Budgeons and Gresham Works	No	No	No	The council is pressing ahead without proper consultation blaming Covid for this and totally ignoring the objections of local residents about the unsustainability of their plans for North Chingford and the surrounding area!	Propose developments in keeping with the local area, in height ,density and style	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Philippa Leggett De Lacroix				SAS5 - UKPN, Budgeons and Gresham Works	No Response	No	No Response	Parking issues. There simply isn't enough parking currently in the area. It's hopeless to suggest new residents will use cycling or public transport.		-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Stephen Doyle				SAS5 - UKPN, Budgeons and Gresham Works	No Response	No	No	N/A	There isn't enough parking NOW so there should not be anymore flats built along Station Rd. More Flats will make the area too densely populated.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Claire Stroud				SAS5 - UKPN, Budgeons and Gresham Works	No	No	No	Developing this site and the library site separately is such a piecemeal approach. Surely much better facilities could be provided and less disruption for local residents by linking the two sites?	Give consideration to what could be achieved using the larger site. It would not be outside the bounds of possibility to create a beautiful lower level development that also provided resident parking and some additional useful infrastructure i.e. properly thought out medical facilities.	No	-	The site allocation requirement ensures the reposition of the library in the new development.
-				SAS5 - UKPN, Budgeons and Gresham Works	No	No	No			-	-	This response is noted.
Miss Vignall				SAS5 - UKPN, Budgeons and Gresham Works	No	No	No	Rubbish plans. No consideration given to residents	Wasting tax payers money. Stop lying and do something positive for the residents	-	-	This response is noted.

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John Smith				SASS - LKPN, Budgets and Growth Works	No	No			No	-	This response is noted.
Kathryn Utman				SASS - LKPN, Budgets and Growth Works	No	No	New business has just spent a lot of money on this site and will be opening soon so how can it be redeveloped.	Maybe make the rear of the store into a carpark as there is a shortage of parking space for the store.	No	No one takes any notice of emails.	This response is noted.
				SASS - LKPN, Budgets and Growth Works	No	No			No	-	This response is noted.
Brian O'Leary				SAS6 - Chingford Library and Assembly Hall	No	No	No Response  The IP is unsound because: 1. Reinforcement was not 'well accommodate only a modest increase in FAR, typically around 1.4 FAR, otherwise, p.12. This is said to be 'typically 1.4-1.6 times, 10% Character & Intensification Study 2019. However the Council's proposal, is in obvious contradiction to the above, as it plans for 3 stores next to Cubbs Cottage rising to 3 stores, after objections to this intended 6, on the opposite side (The Draft Typing Study).  According to the intensification study a 'typically 2.4-6 stores' is 2.0 FAR (p.14). Besides the inappropriateness of over 3 stores next to a grade II listed cottage, the overall height scale and therefore intensification is in conflict with LPS Policy 8 and Policy 57 A. E.  Policy 8 links reinforcement to a 'desirable character, therefore only allowing for a modest increase in intensification. It is a very tall building should not be subject to their impact on local character and context. The Draft Typing Study 03.2 itself recognises that so much of the surrounding context has a strong historical character (p.6). Residents and visitors refer to the Conservation Area and accompanying buildings as having a village feel, which we are anxious to retain. Regarding neighbouring properties, no Shadowfall Analysis, with diagrams, has been provided. Contrary to the claim in 03.2.2 it is believed it is impossible that the proposal will not negatively affect the amenity of surrounding properties. 03.2.1 For the categorisation of Reinforcement, Transition and Transformation re shoulder heights etc seems quite arbitrary. At the very least it hasn't been sufficiently justified. 03.2 claims to recognise that taller buildings are "...not appropriate other than in exceptional circumstances where the site context and proposed land uses would be enhanced by taller buildings". Conversely (1) 03.2 provides the justification when "...a wide location of civic, cultural, ...importance". Lower rise buildings, with conventional scale, the number of stories, etc. are not relevant, as without it.	To make the IP sound around the consultation: First, explain the meaning and significance of local 'character' to the Area. Second, commission architects to provide alternatives for regeneration of Station Rd as a whole, while the maintenance and enhancement of 'Character' is part of the brief. Third, commission architects to reconsider the development of the Assembly Hall and Library, involving all options.... new build, refurbishment, low rise, different potential civic, cultural and community uses etc. The Council's Assembly could be used in conjunction with the normal consultation and planning process. Its structure and workings would need prior democratic consultation.		To ensure my representations obtain a full consideration	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified with strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council sets out a 4.1 strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality on its distinctive high streets and town centres.  This response is noted.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or out-of-plan planning barriers to delivery; - Delivery partners who are signed up to it; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. 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The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure projects. Although it is important that policies are flexible, the IDP should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that the plan will be delivered should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the Local Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) for London Boroughs, in "general conformity" with the Local Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Jamie Newbery				SAS6 - Chingford Library and Assembly Hall	No	No	No  Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. "No an LBPP should be seeking to preserve the 'Local Character' of the area residents chose to move to Chingford & Highgate Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Paul & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents were not being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 p.564) states 12,440 new homes over 20 years and LBPP is proposing 27,000 new homes to 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats, the Forebirds has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time you saw a family house in the area?  This is far too officious and risks alienating residents from being heard. I am not a highly qualified person, I am just a resident of Chingford Green Ward who considers the Local Plan for sites in North Chingford to be unsound and in particular, the proposed plans for Chingford Assembly Hall and Library, which will have a huge detrimental impact on the unique and special character of the Chingford Green Conservation Area with the proposed hub development facing into a protected green space, whilst, at the other end of Station Road, other proposed over-land and over-void sites will urbanise the gateway to Epping Forest. There is no way this can ever be considered 'sensitive'.  Chingford, a suburban, white, North Chingford, in particular, has a semi-rural feel, which is much loved by its residents, who believe that the Council's proposals will overwhelm and entirely change the character of Chingford Green/ North Chingford forever. Chingford Green is one part of Essex, and Chingford Green today is still a remnant of Epping Forest. I believe there has been no input from the LBPP Conservation Officer (if there is one in post) or if there has I have written to ask, it has not been made public.  My family and I chose to live in North Chingford because of its low rise, open, village feel (semi-rural) setting. The Hall decayed over the years and our local community special and unique - and the Council refuse to change our local community special and unique - and the Council refuse to listen. I am staggered that LBPP is ignoring the intrinsic importance of the Chingford Green Conservation Area and its boundaries with Epping Forest (an SSSI, despite large scale local opposition. The listed cottages next to the site will be hopelessly overcrowded by a much larger and taller building.  The IP seeks to build far more homes than is required by the London Plan, and fails to take into account Brown and fall in London population: the	As above  I am simply a local resident - I am not equipped to lay my suggestions, would make the IP legally compliant and sound. LBPP needs to listen to residential community and acknowledge there are other ways of doing things instead of ignoring and gongling with the proposal as they have done. Respect the Chingford Green Conservation Area and its importance as the centre of the semi-rural village community of North Chingford. Any development should be limited to 2 storeys, aesthetically pleasing, high quality design, respecting character & history, harmonising with local architecture, respecting the history of the area. Low rise, well defined homes and structures to the height of existing buildings - max 3 storeys only in the North Chingford area/gateway to Epping Forest. Site specific high quality architectural design for each area, especially Chingford Green and any developments adjacent to forest boundaries. Unlike the ugly concrete and glass box buildings with balconies which are springing up around the borough! Bring back empty domestic properties around the borough into use through a programme of refurbishment. Provide mixed housing - providing a choice "houses, maisonettes and bungalows, with gardens - not just endless, soulless flats. Provide parking for each home and suitable amenities such as schools and leisure amenities, better public transport, healthcare. Safe cycle routes in the proposed Chingford Green development, or a health centre at the rear. It is far too much to cram into one building which will be detrimental to local residents and residential sites in the area.  Propose LBPP think again - and come up with a proposal to upgrade the existing buildings to make them more energy efficient, provide disabled access etc. and make them more economically accessible to live, so they can once again, become the hub of the local community.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new diversity of congestion, parking problems and improve air quality.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. 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Mrs Geraldine Kendall				SAS6 - Chingford Library and Assembly Hall	No	No	This is far too officious and risks alienating residents from being heard. I am not a highly qualified person, I am just a resident of Chingford Green Ward who considers the Local Plan for sites in North Chingford to be unsound and in particular, the proposed plans for Chingford Assembly Hall and Library, which will have a huge detrimental impact on the unique and special character of the Chingford Green Conservation Area with the proposed hub development facing into a protected green space, whilst, at the other end of Station Road, other proposed over-land and over-void sites will urbanise the gateway to Epping Forest. There is no way this can ever be considered 'sensitive'.  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Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Hugg				S46 - Chingford Library and Assembly Hall	No	No	No Response	This is a conservation area any building you are proposing 10 new dwellings? will have severe impact on the area and is totally out of character with the area. The adjacent cottage will have two east-facing lights and will have a detrimental effect on the value of that property and others in the block. There are already severe parking problems and what provision is there for charging points etc., disabled access and other infrastructure. What you are proposing will have a real effect on North Chingford changing its character for ever		To see what your intentions are and to argue against over-development	<p>The approach to appointing growth has been to weight the allocation of the target of 27,000 new homes according to identified capacity. This has been updated in light of the most recently submitted evidence as part of stage 2 of the Examination. Evidence has been provided through the Examination process in respect of the soundness, and in particular the deliverability and robustness of the land supply which can be identified to support the housing requirement.</p> <p>The capacities which are indicated are based on the Character-led approach to identification and are consistent with the rest of the policies of the Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
John Hugg				S46 - Chingford Library and Assembly Hall	No	No	No Response	I do not believe that the plan is sound BWP should be preserving local character and on top of a conservation area. The proposal for a 5 storey block in a village green is a really effective one and there are over 6,000 signatures objecting to the plan. No LBWT should be seeking to preserve the local character of the area - residents close to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Spigg Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents were not being consulted. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3) 360 states 12,400 new homes over 20 years and BWP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build as many possible spaces? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and protected post Brexit.	Yes	To see what your intentions are and to argue against over-development	<p>The approach to appointing growth has been to weight the allocation of the target of 27,000 new homes according to identified capacity. This has been updated in light of the most recently submitted evidence as part of stage 2 of the Examination. Evidence has been provided through the Examination process in respect of the soundness, and in particular the deliverability and robustness of the land supply which can be identified to support the housing requirement.</p> <p>The capacities which are indicated are based on the Character-led approach to identification and are consistent with the rest of the policies of the Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Steve Mackin				S46 - Chingford Library and Assembly Hall	No	No	No, it is not sound - it is not even necessary. To justify planning a large development of new apartments in the middle of a conservation area requires a high burden of proof that the project is not merely desirable, but that it is an essential priority for the community. However this plan is wholly unnecessary. 1. An additional cafe in Station Road is not required as there are already many such establishments in evidence. Whilst there all appear to be reasonably busy, none are packed or overflowing which would indicate further cafe space is required. 2. New community rooms are not required. The existing main hall is perfectly adequate for the local community, not least because of its size (not too big, not too small) and its location in a fully functional stage with changing facilities. There is, in a smaller hall/room for more intimate events. To destroy all of this, or even ration away it would be an expensive act of wanton vandalism. 3. The existing library is fine. There is a good range of books. Local information is readily available and there are computing facilities for public use. What more is required of a library? Why does it need to be rebuilt? 4. The existing hall used to be the hub of the local community (and could quite easily be again). It was regularly used for Antiques Fairs, Christmas Fairs, live shows by local drama groups and choirs, film shows, community meetings, wedding receptions, dances and discos. However, all of this was brought to a shuddering halt some years ago by BWP's decision to increase hall fees to levels to early workaholic levels, thereby pricing all local groups out of the market.		Yes		<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and advocates a sensitive approach.</p> <p>The Council sets out its strategy for managing change to the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping, work and recreational needs as well as helping the Council ensure an effective delivery of its 15-metric neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is to optimise the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which would allow Small Units in Designated Centres to be converted to residential uses at the ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontage and having residents located within the borough's centres, ensuring that most people daily needs can be met within a close by to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.</p> <p>This is noted. However, it through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the Developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and used to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
Mika Chimes				S46 - Chingford Library and Assembly Hall	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, but that reason it difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with rules that are not transparent to consultees. Consultation on the site allocation (LPS) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LPS) for 2020-2025. This has coloured the views of many attending the other online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point scoring, while others have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the plan has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the respect of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had sufficient low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from LPS and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 3400 homes in. While BWP has a large waiting list (60,000), and centre government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites suitable for housing can be provided in the conservation area to pay for the renewal of community	No	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	<p>It is suggested that until master plans are developed, through consultation, for the main centres identified in LPS, consultation on individual sites is not appropriate.</p> <p>Development of this site has aroused considerable controversy among local residents, because of potential loss of amenities, impact on the local conservation area, an extensive scheme, and impact on local parking.</p> <p>The 2015 Town Centre study recognised the strong environmental quality of the centre particularly in the southern end, making this site particularly important in securing the future of the character of Station Road.</p> <p>The leisure offering in the recent retail study seems to be confined to existing Chingford Golf Club, no account is taken of activities in the Assembly Hall/ Library, Mornington Hall and elsewhere, or indeed access to Epping Forest.</p> <p>The recent culture study for the Borough does not look to North Chingford despite it having a long established Amateur Dramatic Society and indoor theatre, and one of the largest venues on this site in the Borough. The proposed development takes no account of the site acting as a hub to such activities, and there seems to be no recognition of the scale of the assembly hall as an asset to the community, despite it being recognised as such in background studies.</p> <p>Public meetings on the site have suggested the provision of a new library and assembly space as preconditions upon the provision of new homes and (presumably) commercial space. None of the meetings have satisfactorily shown how such facilities for housing can be provided in the conservation area to pay for the renewal of community</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Velen Ejaru				S456 - Chingford Library and Assembly Hall	No	No	<p>The plan is seeking to build more homes than required by the London Plan. To achieve that higher number, the form of development is significantly not of keeping with the existing character of the area and will cause "them" (the planning terms) to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.</p> <p>These proposed developments cannot be delivered with policy compliant levels of affordable housing. Without parking these proposed developments will disadvantage older people.</p> <p>The Consultation is flawed as non office residents have not had a chance to comment as they received no leaflets, notices of the plans. There has been no public meeting.</p>	<p>DONT WANT THIS SITE DEVELOPED AT ALL, should our wishes be ignored, than any building would have to be...no high rise, no overlooking/over-shading existing homes, mixing with the local area, keep facade etc of the iconic existing building, provide parking for ALL new residents, plus provide additional doctors, hospitals, dentists and schools etc, for all new residents.</p>	No	<p>we all want to be involved...this is our life!</p>	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a roadway alleviation of congestion, parking problems and improve air quality.</p> <p>This response is noted.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Ian Connor				S456 - Chingford Library and Assembly Hall	No	No	<p>I do not believe that the plan fulfils the legal duty to assess the development needs of their area, sign growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6). We do not believe that the plan fulfils the legal duty to assess the development needs of that area, sign growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6). I don't believe that the plan meets the definition of "Sound from the National Policy Planning Framework, paragraph 35."</p>	<p>This is because I don't believe that the plan meets the definition of "Sound from the National Policy Planning Framework, paragraph 35."</p>	No	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPAs), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSIs) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSIs), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPAs), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSIs) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSIs), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as they are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any advance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>	
Helen Papachristou				S456 - Chingford Library and Assembly Hall	No	No	<p>We do not believe that the plan fulfils the legal duty to assess the development needs of their area, sign growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6). We do not believe that the plan fulfils the legal duty to assess the development needs of that area, sign growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6). I don't believe that the plan meets the definition of "Sound from the National Policy Planning Framework, paragraph 35." I do not believe that the local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 564) states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth'. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to draw visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p>	<p>Please see the suggestions above.</p>	No	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPAs), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSIs) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSIs), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as they are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any advance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>	
Bev Riley				S456 - Chingford Library and Assembly Hall	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 564) states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth'. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to draw visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>2) It is not socially sustainable</p> <p>We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the Council has failed to engage with the community in a meaningful way.</p>	<p>Please see the suggestions above.</p>	No	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>Through the evidence published in the Characterisation and Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPAs), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSIs) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSIs), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as they are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any advance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S456 - Chingford Library and Assembly Hall	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, meets the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.17) 164 states 12,640 new homes over 21 years and LBHF 16 proposes 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a safe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>2) It is not socially sustainable</p> <p>We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the proposed development is sited on a local green field.</p> <p>We do not believe that the plan fulfils the legal duty to remove the development needs of their area, sign growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).</p> <p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. 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Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>We do not believe that the plan fulfils the legal duty to remove the development needs of their area, sign growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land available with for consideration for the local community and residents.</p>	Please see above.	-	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. 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Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>	
Caroline Hankey				S456 - Chingford Library and Assembly Hall	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.17) 164 states 12,640 new homes over 21 years and LBHF 16 proposes 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a safe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>We do not believe that the plan fulfils the legal duty to remove the development needs of their area, sign growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land available with for consideration for the local community and residents.</p>	Please see the suggestions above.	-	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. 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Zahir Aghar				S456 - Chingford Library and Assembly Hall	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.17) 164 states 12,640 new homes over 21 years and LBHF 16 proposes 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a safe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>We do not believe that the plan fulfils the legal duty to remove the development needs of their area, sign growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land available with for consideration for the local community and residents.</p>		No	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. 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Stephen Pick				S456 - Chingford Library and Assembly Hall	No	No	<p>The terminology of your questions are so confusing so as to stop anyone trying to answer them or to put any points about this proposal. The proposal is so unrealistic and not thought out. It is not taking into account the local area or how it is used. Any tall building there will be out of place with the surrounding buildings and architecture. It will also cut the existing offer of the area. The area already is over stretched with traffic and parking so to increase the pressure on that is unrealistic and will make an already busy area unmanageable. It will over stretch the existing infrastructure of doctors, schools, refuse collection, public transport and other local facilities. It will increase the air pollution in the area. The need for more housing in that particular area does not exist. With increased congestion it will make it even more difficult to access areas that are needed.</p>	The whole plan should be scrapped and not embarked on.	Yes	<p>Through the evidence published in the Characterisation and Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned roads to previously developed sites that are currently under-utilised and used to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>	
									No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mrs Val Lea				S46 - Chingford Library and Assembly Hall	No	No	<p>No. The Plan has not been 'sufficiently prepared' as LBWF should be complying with the Council's Chingford Green Conservation Area Appraisal and Management Plan. This is to preserve the 'local character' of the area, specifically a mix of buildings no more than three storeys high with the gable of St Peter &amp; St Paul's Church. The Council's Local Plan has not been 'sufficiently prepared' as it does not meet the requirements of the Local Plan. The Council's Local Plan is not 'sufficiently prepared' as it does not meet the requirements of the Local Plan. The Council's Local Plan is not 'sufficiently prepared' as it does not meet the requirements of the Local Plan.</p>	<p>In addition to the comments in my earlier submission, the Council should publish the following so that they can be taken into account by the Council's Planning Officers and the full Council:</p> <ol style="list-style-type: none"> <li>The Council's feasibility study on the infrastructure needed by the additional residents intended to occupy the newly built homes in North Chingford.</li> <li>The Council should consult the Greater London Archaeology Advisory Service on the new development of the North Chingford hub (and any other areas which fall within the definition before development).</li> <li>The Council should review its target number of new homes to better relate to current and projected demand.</li> <li>To avoid discrimination, the Council should build into its plans a parking allowance for each property.</li> <li>The Council should, as part of the Local Plan for each area of Watlington Forest publish the number of uncoupled homes, brownfield sites and spaces sought by developers. This should be reviewed annually.</li> <li>The Plan should be adjusted to ensure the Community Hub is 'fit for purpose' i.e. provide similar facilities as available currently.</li> </ol>	-	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough.</p> <p>There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development. The Local Plan infrastructure policy requires that development would need to provide adequate contributions towards physical, community green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 3 year minimum housing target for Watlington Forest of 12,246 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/8. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were increased to meet the Planning Inspector's examination of the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target fall short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newness of required, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>
David Pleadon				S46 - Chingford Library and Assembly Hall	No	No	<p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.19) sets 2,246 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 1 million, so WPP IS LBWF BUILDING ON EVERY SPACE WHETHER SUITABLE OR NOT?</p> <p>the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.</p> <p>The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time a consultation took place on this? How can the Council ensure that the plan is not over-ambitious? How can the Council ensure that the plan is not over-ambitious? How can the Council ensure that the plan is not over-ambitious?</p>	<p>1/ Make the development smaller, maximum 4 stories, in keeping with the local area and preserving existing views of the Church.</p> <p>2/ Stop pretending that the development will add connections that it simply won't.</p> <p>3/ Publish the traffic impact assessment and properly explain how the heavy goods vehicles in this residential and family area will be safely managed. Also explain how new residents cars will be prevented from parking in nearby streets. While it is laudable that the Council is recognising the climate emergency and planning car-free developments, new cars are not put on any particular road.</p> <p>4/ Provide further details of community facilities available in the building. Can it include an NHS dentist as this is very much lacking in the area.</p> <p>5/ Provide details of management of the service charge and ground rent to ensure that any affordable housing remains affordable and is not simply sold off privately for a quick profit.</p>	No	<p>To ensure transparency, and am concerned by the lack of communication from the Council, lack of published updates to plan or responses to comments that have previously been raised by the community.</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newness of required, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newness of required, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council officers. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Mrs Margaret Hill				S46 - Chingford Library and Assembly Hall	Yes	Yes	No Response	<p>use local paper to print exactly what the phrases mean. "Compliant" and "Sound"</p>	Yes	-	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <ul style="list-style-type: none"> <li>Positively prepared</li> <li>Justified</li> <li>Research-led</li> <li>Effective</li> </ul> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough', in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through a planning application process.</p> <p>The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.</p>
Mai Tranham				S46 - Chingford Library and Assembly Hall	No	No	<p>The plan is unsound and fails to comply with the duty to co-operate because the Council has decided NOT to co-operate or even listen to the residents living in the area. We feel we can no longer petition against this huge development, but they are ignored.</p>	<p>The council need to preserve the local character of the area. A building of 5/6 storeys in height in amongst a conservation area is inappropriate. The draft analysis study does not address the fact that Station Road slopes upwards from the library towards Barclays Bank on the corner of Wilton Street and downwards to the Green Field. This height differential means that the planned 5/6 storey building will totally overshadow the conservation area. Presumably the council intend that the occupiers of the proposed (low) 30 flats will be encouraged to utilise the Green Field area outside their sites and in turn will lead to overuse, which I am sure that the City of London will not be happy with even with increased potential unknown income from SMM's. I feel like these proposed 30 flats, with their potential of 30 cars and numerous children trying to find a place at a local school, and not forgetting all the extra space at doctor's surgeries and the like, are just being squeezed into an area that the council owns and wants to develop via their own in-house contractor Sany Bricks.</p>	No	<p>I would like the opportunity to know what is going on and whether further input from residents will be listened to.</p>	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council officers. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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				S46 - Chingford Library and Assembly Hall	No	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area's objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.17) 164 states 12,640 new homes over 20 years and LBDF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.</p> <p>2) It is not socially sustainable</p> <p>We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the consultant's assessments submitted to the Local Plan, which proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, lost of privacy, safety/night, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc'</p>	Please see the suggestions above.		<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of returns to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. 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				S46 - Chingford Library and Assembly Hall	No	No	No	<p>Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, lost of privacy, safety/night, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc'</p>	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.		<p>Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This is noted. However, it is through the addition of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
				S46 - Chingford Library and Assembly Hall	No	No	No	<p>How is this going to improve the area? It will cause more parking and pollution issues. Aesthetically it will ruin the look of station road, we do not want high rises in the area.</p>		Yes		<p>The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>
				S46 - Chingford Library and Assembly Hall	No	No	No	<p>Development Guidelines Key Considerations show 'Development proposals should make a positive contribution to the Chingford Green Conservation area and be sensitive to the surrounding heritage assets and protected trees'. A habitat produced by Waltham Forest Planning and Economic Development shows. The Area around Chingford Green was designated a Conservation Area by Waltham Forest Council in June 1995. Conservation trees are areas chosen because of their special historic and architectural interest, and have been given special protection under planning laws. The Council will use its planning powers whenever necessary to control and avoid harmful changes and will take the guidelines contained in this habitat into account when considering planning applications. SUCCESSFUL CONSERVATION HOWEVER EXPENSES IN PRACTICE LIST AS BASH ON THE SUPPORT AND CO-OPERATION OF LOCAL PEOPLE WITHOUT THAT CO-OPERATION, THE SPECIAL CHARACTER AND ATTRACTIVENESS OF YOUR LOCAL AREA WILL DIMINISH BUT SURVIVE etc. This proposed plan for Chingford Green Conservation area will not enhance the area and is out of character with the surrounding buildings. The proposed building of six storeys would block out light from houses and gardens. No privacy in their gardens. No adequate parking for cars.</p>				<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA). The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any divergence from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mrs. Val Lea				S46 - Chingford Library and Assembly Hall	No	No	No	<p>Is the Plan "sound"? There are 4 facts at para 35 of the NPPF:</p> <p>The Plan has not been "positively prepared." - The character of a Conservation Area is created by the cumulative effect of its buildings, streets, public realm, trees and landscaping and consequently can be harmed by insensitive extensions to any of these elements. LSWF has failed to preserve or enhance the areas unique and individual qualities in the Plan. The Council should retain any development plans against its Chingford Green Conservation Area (CGCA) Appraisal and Management Plan which sets out in detail the areas special qualities.</p> <p>Conservation areas are areas of special interest, designated as Designated Heritage Assets within the Governments National Planning Policy Framework 2019 (NPPF). The CGCA Appraisal gives much detail about the buildings within the locality particularly that none, except the tower of St. Peter and St. Pauls Church, is taller than three storeys. In fact, most of Chingford and Highgate Park comprises low-rise buildings. Therefore, to replace the existing Assembly Hall and Library with a complex of Community Hub and 20 new homes, rising to five storeys is contrary to the areas uniqueness. The Community Hub should provide the facilities possible within the current building space. Limit the Council raised the fees (a minimum of £1,100) to a level beyond most local groups resources the Assembly Hall was well-used for antique and craft fairs, evening socials and theatre production. The Plan refers to "traders to make the space flexible. This is hardly conducive to large-scale use and audience participation. The Plan overall is totally unacceptable from a heritage point of view. The Councils Plan does not preserve those elements of the setting that make a positive contribution to the asset."</p> <p>The Conservation Area is a known site of 12th/13th century settlement and is entirely within an Archaeological Priority Area (APA), categorised as Tier 2. As such the Council should consult the Greater London Archaeology Advisory Service on <a href="mailto:advisory@glarchaeology.org.uk">advisory@glarchaeology.org.uk</a></p>	<p>The Council should respect the heritage nature of the CGCA in its Plan. Reduce the height of any development to no more than 3 storeys. Provide a feasibility study of the infrastructure needed for additional homes.</p> <p>Consider car parking spaces in each development of one car per home. Provide figures on the current number of empty Council homes.</p> <p>Consult the relevant official organisations listed above regarding the impact of new buildings in each area.</p>			<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). This study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. 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The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 45,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. 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Catherine Branch				S46 - Chingford Library and Assembly Hall	No Response	No	No Response	<p>The council should be trying to preserve the areas character not decreasing it.</p> <p>From your own documents</p> <p>to LPT 7.3 it is a character of the north is generally suburban. As such the area is lower in density compared to the Central and South areas of the borough.</p> <p>LPT 7.3 It is a mixed area of relatively low-density residential housing, employment land, retail. The Epping Forest and the boroughs fringe of Green Belt are major green assets which give this part of the borough an exceptional character.</p> <p>Policy 11 in North Chingford II: Protects and enhances the Chingford Green Conservation Area in accordance with the requirements of Policy 74 Conservation Areas;</p> <p>Vision - North of the Borough. The North forms the gateway to Epping Forest and its richly diverse ecology and contrasting natural landscapes. Therefore, it is NOT sound. We live here because it is low rise and close to the forest and open land. How can building 30 flats on top of the library on that small footprint, provide decent local quality housing? If the pandemic has taught us anything, it is we need outside spaces and there are none with those flats.</p> <p>The library as is, is in the centre of a conservation area overshadowing a 17th century grade 2 listed cottage. There is the village green and spired church alongside. Any building above the site that is three will make a mockery of that - we need a new library, what we dont need is an ugly high rise on top raising the eye line, spoiling the character of the village and putting flats in a totally inappropriate place.</p> <p>There have been many objections to this development. A petition of over 6000 signatures was drawn up - we have had NO response from the council. Before the pandemic Waltham Forest council held a meeting in St Peter and Pauls church, hundreds of locals went to object and question councillors. <a href="https://www.facebook.com/walthamforestcouncil">https://www.facebook.com/walthamforestcouncil</a></p> <p>The council should be trying to preserve the areas character not decreasing it.</p>		No	We need to be heard by the council, not ignored.	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). This study recognises the impact that development can have in conservation areas and advocates a sensitive approach. 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Catherine Branch				S46 - Chingford Library and Assembly Hall	No Response	No	No Response	<p>From your own documents</p> <p>to LPT 7.3 it is a character of the north is generally suburban. As such the area is lower in density compared to the Central and South areas of the borough.</p> <p>LPT 7.3 It is a mixed area of relatively low-density residential housing, employment land, retail. The Epping Forest and the boroughs fringe of Green Belt are major green assets which give this part of the borough an exceptional character.</p> <p>Policy 11 in North Chingford II: Protects and enhances the Chingford Green Conservation Area in accordance with the requirements of Policy 74 Conservation Areas;</p> <p>Vision - North of the Borough. The North forms the gateway to Epping Forest and its richly diverse ecology and contrasting natural landscapes. Therefore, it is NOT sound. We live here because it is low rise and close to the forest and open land. 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Mrs. Val Lea				S46 - Chingford Library and Assembly Hall	No	No	No	<p>No. The Local Plan for Chingford Green Conservation Area has not been "positively prepared" in its breach of the LSWF Chingford Green Conservation Area (CGCA) Appraisal of November 2020.</p> <p>It has not been "robustly justified and evidence-led"</p> <p>The Local Plan for CGCA will not be effective in what it sets out to achieve.</p> <p>The Local Plan for CGCA is not consistent with regional and national planning policies.</p> <p>Disabled reasons for challenge are set out in the following pages.</p>	<p>1. Replacement of the current Assembly Hall and Library buildings to be no more than three storeys high.</p> <p>2. If new homes are to be built above the new Assembly Hall and Library (Community Hub) parking should also be provided on site for one car per home. Failure to do this is discriminatory against older and disabled residents.</p> <p>3. The Assembly Hall aspect of the new Hub should be of sufficient size to accommodate community events e.g. antique fairs, evening socials, dramas with audience.</p> <p>4. Hire of the above should be at reasonable cost to make it a community asset.</p> <p>Details relating to this set out on the following page.</p>		No	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). This study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 45,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mr S P Kuller				S456 - Chingford Library and Assembly Hall	Yes	No	No	Given the listed historical buildings which surround the proposed site and the fact it is in a conservation area a building which proposes "around 30" new homes is inappropriate and not keeping with the unique character of the area. Any new building threatens to dominate the landscape and overwhelm existing buildings of historical importance.	Development proposals should not overwhelm adjoining listed buildings of historical significance.		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The needs established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p>
Alexandra Macfarlane				S456 - Chingford Library and Assembly Hall	No	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, meets the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Councils duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3) 19,544 states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through large tower blocks.</p> <p>2) It is not socially sustainable</p> <p>We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the council has been uncooperative in providing information for many properties in a short space. Traffic suffers already there and there is no provisions for this extra strain on traffic, as well as parking, doctors, dentists, nurses and local schools.</p>	See above comment.	No	<p>I would like to keep up to date with the meetings and outcomes if that is what this question means.</p>	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 45,000 homes per year across London.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The needs established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area. All new development will be subject to the full planning application process.</p>
Lambros Poulas				S456 - Chingford Library and Assembly Hall	No	No	No	<p>Too many properties in a short space. Traffic suffers already there and there is no provisions for this extra strain on traffic, as well as parking, doctors, dentists, nurses and local schools.</p>	<p>See above comment.</p>	Yes	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites, in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p>
Gillian Moran				S456 - Chingford Library and Assembly Hall	No	No	No	<p>Is the Local Plan Sound? There are 4 tests at para 35 of the NPPF:</p> <p>1) Has the Plan been properly prepared?</p> <p>No as LBWF should be seeking to preserve the 'Local Character' of the area. Residents do not move to Chingford &amp; Highams Park as they are low rise suburbs of mostly homes at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats to enhance the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic woaden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents views are being ignored.</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.3) 19,544 states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, or why is there pressure on local councils to build on every possible space?</p> <p>Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.</p> <p>The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a house was built in Waltham Forest? Bunglows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and sustained (not allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they feel is not suitable for them.</p>	<p>North Chingford as the gateway to Epping Forest should not have high rise properties, especially adjacent to a conservation area.</p> <p>Also see previous comments</p>	No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough.</p> <p>There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 45,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p>

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				S456 - Chingford Library and Assembly Hall	No	No	No	This isn't Walthamstow. Chingford is a nice and lovely place with a village feeling. Having huge buildings would completely destroy the place.	Do not destroy Chingford Green! It is a conservation area.			<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Paul Willard				S456 - Chingford Library and Assembly Hall	No	No	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban (semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>			<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
P.K.Neville				S456 - Chingford Library and Assembly Hall	No	No	No	<p>The proposal is to build in a conservation area the 5 storey building which is not in keeping with the surrounding Church's, houses and green spaces in front. Each flat should have provision for a parking space, otherwise it will impact on the surrounding roads. What about the other amenities needed in schools, medical services - it will impact on the new hospital at Whiggs X which is not increasing its bed rate from existing number.</p>	<p>Ensure that the very strongly expressed wishes of the local residents be heard and incorporated into the design. Any new development in NB Chingford are no more than 3/4 stories in height to as to not spoil the historic portered and views to make a beautiful suburban setting.</p>	Yes	We should have a say on how any plans affect its area	<p>Whiggs Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 Billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whiggs Cross hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character lead, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to search Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
				S456 - Chingford Library and Assembly Hall	No	No	No	I feel the language used in this consultation is not intended to be understood by the general public, therefore feel this is just a formality, which is appalling. My key concerns with all North Chingford plans are parking - which is already a problem in station road and nearby streets. Your plans create a far busier area with more residents needing doctors, schools, transport, etc, also damaging the local environment. Where are these services coming from when we already have a crisis with employment?				<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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Terry Milnes				S456 - Chingford Library and Assembly Hall	No	No	No	<p>We do not believe that the plan fulfils the legal duty to assess the development needs of their area, align growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).</p> <p>This is because we don't believe that the plan meets the definition of 'Sound from the National Planning Framework, paragraph 35.</p> <p>I do not believe that the local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <ol style="list-style-type: none"> <li>It is not economically sustainable</li> </ol> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 544) states 32,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new jobs and employment, the height of the development should stay no higher than it is now. The local area has a shortage of facilities (Doctor/Hospital/schools etc) and the local authority is restricting parking spaces when we need more and there will probably be little parking on-site for those homes making any free parking now less available for local residents. The addition of masses of extra homes will have a severe detrimental effect locally.</p>	See suggestions above		<p>No one is listening to the residents of Chingford-1!</p> <p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites to 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible compact, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>	
Andrew Fearon				S456 - Chingford Library and Assembly Hall	No	No	No	<p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new jobs and employment, the height of the development should stay no higher than it is now. The local area has a shortage of facilities (Doctor/Hospital/schools etc) and the local authority is restricting parking spaces when we need more and there will probably be little parking on-site for those homes making any free parking now less available for local residents. The addition of masses of extra homes will have a severe detrimental effect locally.</p>		Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP service, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy elevation of congestion, parking problems and improve air quality.</p>
-				S456 - Chingford Library and Assembly Hall	No	No	No	<p>This London Plan states that tall buildings should only be developed in locations that are identified as suitable, a conservation area is clearly not suitable for even a moderately tall building as it would totally dominate the landscape. The plan states that proposals should take account of and avoid harm to, the significance of London's heritage assets, this proposal does the opposite.</p>	Reduce the number of homes. Already sufficient retail and commercial properties in Station Road area. Removing this suggestion would provide more space for the new library and Assembly hall premises.	No	-	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites to 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the infrastructure Delivery Plan (IDP) can be secured.</p>
Alison Goulter				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	<p>The plan has not been positively prepared since it does not seek to preserve the local character of the area. Chingford is a low rise suburb that forms a gateway to Epping Forest, as such it is NOT appropriate to allow tall buildings to be built in the area. The proposal for the Chingford Library and Assembly Hall site is part of a Conservation Area, adjacent to a northwards bordered listed building and Epping Forest SAC. Any development over 3 storeys high would be totally inappropriate.</p> <p>LBWF is seeking to build more new homes (27,000 by 2035) than required by the London Plan (Fig 4.1 Pg 544). Housing targets should not be met by only providing minimum standards such that the development overflows existing residential areas to the detriment of existing residents or adversely affects the aesthetic and historic character of areas.</p> <p>The plan is not consistent with Regional and National planning policy since LBWF is intending to build many more homes than the London Plan requires - see paragraph above.</p> <p>The London Plan states that tall buildings should only be developed in locations that are identified as suitable, a conservation area is clearly not suitable for even a moderately tall building as it would totally dominate the landscape. The plan states that proposals should take account of and avoid harm to, the significance of London's heritage assets, this proposal does the opposite.</p>	The maximum height of any development on the site should be no more than 3 storeys this should be stated on the local plan rather than around 30 new homes'. The number of new homes should be reduced. Commercial and retail spaces are unnecessary since there are plenty of such along Station Road. This would maximise the amount of space available for library and assembly space and also provide more space for new homes.	No	-	<p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites to 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S456 - Chingford Library and Assembly Hall	No Response	No	No	No alternative to the tower block proposal. Completely out of character with that part of Station Road. Loss of community facility. No increase in school places and health provision.			-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest, these policies focus to improve active and sustainable transport choices across the Borough ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>
				S456 - Chingford Library and Assembly Hall	No	No	No	These plans are to build more homes than required by the London Plan. The development is totally out of keeping with the existing character of the area and will be detrimental to existing residents who will be over looked. They will also lose daylight and sunlight. As this plan is for a block to be car free, there will be additional demands for street parking. These additional demands cannot be delivered with policy compliant levels of affordable housing.	Chingford Green should not have a mid or high rise development. Any new development should provide parking spaces additional to what is already available. Chingford Green Assembly Hall / Library should not be allowed to have car free on site - this is detrimental to the many such businesses that already exist in the area.		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Amanda Raynor				S456 - Chingford Library and Assembly Hall	No	No	No	Our council should be looking to preserve the character of the area. I chose to move and live in Chingford to live on the edge of the City and enjoy the use of forest and green belt land. We should not be changing the character of the area by proposing to build tall blocks of flats and introduce an area that is gateway to our forest. The views of residents and local people are being ignored and this consultation process has been difficult to navigate to ensure it is inclusive to all members of the community, as elderly people or those without IT skills. A proposal for a 5 storey building in a conservation area is not acceptable. Why is the council proposing 37,000 new homes to 2035 an excess of 42% over the required target of 22,640 new homes over 15 years? The majority of the new proposals are flats, surely families want and need houses with gardens, there is not a mix of housing to meet the needs or wants of the population. The aesthetic, historic context and value of the existing buildings should be taken in account. Proposals should take into account the significance of London's Heritage assets.			-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Steven Phillips				S456 - Chingford Library and Assembly Hall	No Response	No	No	I do not feel any more homes should be built in Highams Park and South and North Chingford as we do not have the infrastructure such as additional schools, nurseries, GP surgeries or hospitals to be able to cope with additional people living in the areas. We as existing residents are already struggling to see a doctor or visit Whipp's Cross Hospital without considerable wait times now. Schools are over filled based on the current teacher pupil ratio. I have not even mentioned the additional traffic and parking problems extra homes will cause.	Provide more schools, GP surgeries, hospitals as a start before building more homes in this part of the borough.	No	-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 22,640 new homes (1,509 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. Whipp's Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barns Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2019, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whipp's Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging as age building. The new hospital will be built to a design optimum to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site, due to its location is character led, which allows a new state-of-the-art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Cherie Cowan-Smith				S46 - Chingford Library and Assembly Hall	No	No	No	<p>I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas objectively assessed needs.</p> <p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>The area does not have the resources to provide resources to additional people to the area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <ol style="list-style-type: none"> <li>It is not economically sustainable</li> </ol> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.9) 546 spaces 2,240 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not "positively and proactively promote economic growth". Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as a damaging competition. Local cafes are recovering from the effects of COVID and building their business against more competition is required.</p> <p>Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through busy tower blocks.</p>		No	-	<p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Patricia Slade				S46 - Chingford Library and Assembly Hall	No	No	No	<p>This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable because it is not economically sustainable. It does not take into account local businesses who could be affected by a cafe in the library. It does not take into account parking for new dwellings causing congestion in nearby roads. It does not take into account local services like schools, doctors, dentists, etc. who are already overstretched. It is inflexible not keeping with the local area and it does not take into account that the green and surrounding area is protected land. This development is neither acceptable or wanted in this form. Any development of new 3 stories in North Chingford, and specifically in the Conservation Area, would not meet the criteria of Policy D9 of the London Plan. The local plan is not consistent with regional and national planning policy.</p>	<p>Proposals should take account of and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area.</p>	No	-	<p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The evidence published in the Characterisation and Intensification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Kathryn Ulsin				S46 - Chingford Library and Assembly Hall	No	No	No	<p>New but too small, cafe not needed as there are already more than 15 nearby. This is supposed to be a conservation area as there are old buildings next to the hall. There will be no parking for new residents. Will prospective buyers be told that the consent have a car? That sure if the boundary shown is correct, is it on Epping Forest land?</p>	<p>Renovate existing hall, think of the environment for a change.</p>	No	No one takes any notice of email	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold engagement events online.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
David Matson				S46 - Chingford Library and Assembly Hall	No	No	No	<p>The proposals are unsound on three grounds:</p> <ol style="list-style-type: none"> <li>The housing targets in LP1 remain unapproved beyond assertion and emerge from the targets within the London Plan. As such they do not provide a sound basis for housing allocations on individual sites, such as S46. On the same grounds, LP1 fails to comply with the Duty to Cooperate with the Mayor's housing targets.</li> <li>The admissible policy to enable a 6 or 7 storey city has been strengthened in LP1. S46 is a key site to make this happen in Sutton Road and North Chingford. However, S46 has not formed part of any master planning of the Sutton Road area that might enable a 6 or 7 storey city. Indeed, each site has remained one of many, in a scatter-gun approach that weakens each site as an individual opportunity site. The community that has been able to shape S46 within its context, to suggest uses as part of a wider whole. The proposal is therefore unsound as it does not address a major policy objective of LP1 or present the sites potential in the round.</li> <li>The proposals make no reference to height. Although the Council has made use of skyline Studies that here consider proposals up to 6 storeys, LP1 is the key document, so that the public should be able to understand the implications of development here. The site allocation is therefore unsound because the public is not fully informed of the nature of the possible development.</li> </ol>	<p>(1)The housing targets in LP1 should be revisited, justified or revised to the levels set out in the London Plan. Development expectations on individual sites should then be revised.</p> <p>(2)Sutton Road/North Chingford should be subject to a master planning exercise to create the basis for a local 6 or 7 storey city. A first step might be to list the potential community uses within S46.</p> <p>(3) understand that the proposals for the height of S46 have been revised below 6 storeys. This should be explicit in LP2 to provide the public with fuller information.</p>	No	I have already sent written comments on LP1, and have been invited to take part in the Examination this February.	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,300 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London. Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Christine Croson				S456 - Chingford Library and Assembly Hall	No Response	No	No	Where are the details of height and visual impact on the site? It is inappropriate to put a concrete box here.	Maximum 4 storeys to 3 storeys for housing and not a square box or staggered architecture in its traditional style in keeping with period character.		The community is extremely concerned about the environment and impact on wildlife in the area with the building process.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Richard Iles				S456 - Chingford Library and Assembly Hall	No	No	No	Unnecessary and bulky development close to a Conservation Area. It will also have an adverse effect on residential properties to the north of the current library building.  I understand the Current Development document proposes to built for in excess of the required provision and is already out of date as the Government proposals are to lower the requirement for the London area.	I think the library should be left as it especially since the Local Plan now includes a new adjacent site further from the C.A. S456 where a low rise development could take place with less disruption.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Sask Chingford Library And Assembly Hall				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	It is not in keeping with this area to build a high rise block in place of a single storey building. Whilst everyone accepts new homes are required across London, it is critical that this sort done at the expense of current residents. Chingford Green is a lovely area of Chingford. Families congregate on the green during the summer alongside the very old and beautiful church surrounded largely by single and at most double storey buildings. A high rise block of flats would materially change the feel of Chingford and detract it for current residents.  Even aside devaluing and degrading the experience of current residents, there should be no further large scale residential projects until the issue of schools, doctors and parking are addressed.	Single or double storey buildings in chingford only please.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Alicia				S456 - Chingford Library and Assembly Hall	No Response	No	No	The NPPF states that plans are to be positively prepared in order to comply. LBWFF should be seeking to preserve the Local Character of North Chingford through 'conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure'. Chingford's character is that of a suburb with low rise building and green open spaces, the gate way to Epping Forest, with a village feel. The proposal for a 5 storey building which sits directly next to one of Chingford's oldest cottages within a conservation area has quite frankly ignored these aspects. There has been a petition of over 6,000 signatures objecting to such a proposal and a vast majority of the general public would feel there are other means to achieve a new civic space through different funding and retrofitting, instead of an excessive volume of small low quality units to supposedly pay for a new library.  The council is aiming to build more than the London plan requires, as stated in chapter 4 page 163. Heatham Forest target is stated as 2,400 but LBWFF is aiming to achieve 27,000 new homes by 2035, an excess of just over 40%.  If the pandemic has shown us anything it is that less people are wanting to live in London and prefer to be somewhere with more outdoor space but most proposals across the borough are to be flats. There appears to be no diversity in housing types, where are the bungalows, or family homes? The proposals assume that no one will use a car and will always be within a easy walk to essential amenities and medical care, even when it's a car ride away and with no easy direct route via public transport for someone who may need more support or who is unable to cycle for instance.  The whole engagement process so far is not very accessible to the community especially those who may be older and may not be as tech savvy. Also it is very difficult for people who have not got an understanding or background in planning and infrastructure to articulate how to have their feelings and opinions listened to.			-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).  The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 22,640 new homes (1,132 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a neworwity alleviation of congestion, parking problems and improve air quality.

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Glynis Devlin				S456 - Chingford Library and Assembly Hall	No	No	No	The plans shown here are not very specific making it difficult to respond but I will give my opinion as far as I can evaluate. This development proposes a huge change to this area which I consider to be in the best interests of the area itself or it's residents. The proposal to demolish the Assembly Hall and Library for the main purpose of building 30 new homes on top would not be in keeping with the local landscape. These buildings proposed to be demolished stand opposite the village green. They stand between ancient houses and the church. North Chingford is a village, not a town or city and is the gateway to Epping Forest. I assume that to accommodate these 30 homes, there would be a high-rise (several stories) above the new Assembly Hall and Library. The area is full of interesting houses, most of them quite old. Any high-rise or new build here would be to the detriment, and completely out of character, for the area and possibly devalue property. Turning into Station Road from the church is also the area visitors use first. They don't want to see an ugly high-rise or a densely packed area. They want to see open spaces, sky and the village green, on their way to the forest. People use the village green regularly when the weather permits and is a pretty area. Overpopulation is also a concern. These plans do not show any proposals for parking facilities, not to mention further congestion on the roads. It's difficult for residents to park as it is, especially in Woodland Road and adjacent streets and for visitors it can be a nightmare. Where are the proposals for additional local services such as healthcare, including social services, and schooling.	This area should not be re-developed or built upon in any way. People admire it as it is and people like being here the way it is. The interior of the Assembly Hall should be updated and with affordable rental charges making it more accessible for future events. Inside the library could be given a bit of a facelift.		-	The site allocation requirement ensures the provision of the library in the new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs.  By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Marcello Ruffini				S456 - Chingford Library and Assembly Hall	No	No	No	A civic precious & publicly owned asset is being stripped from the legacy of public ownership and is being put into private hands. It is wrong on all levels. The Roofline is being eroded in a Conservation Area of historical importance. The Roofline should not be elevated at all in this sensitive area.	Do not elevate the Roofline. Do not sell property to private ownership. Work & engage with residents who, have made viable alternative proposals that are inclusive, make important social & community contribution to the use of the building	No	Transparency will be served	This response is noted.  In Local Plan Part 1, Policy 22, Designated Heritage Assets, There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The study also recognises the impact that development can have in conservation areas and advocates a sensitive approach.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Clare Stroud				S456 - Chingford Library and Assembly Hall	No	No	No	The development is too much of a mish-mash of ideas, as set out at the last public meeting. The development is not sensitive and takes away the last venue large enough for public meetings or entertainment. North Chingford is crying out for cultural enrichment, we need somewhere suitable to hold plays, displays, art exhibitions, etc. Whilst a revamped library would be great, it does not need a cafe.  I couldn't believe my ears when I heard a councillor say that people shouldn't use the library without one. There are at least 4 decent local businesses providing cafe services within a few hundred yards of the premises. Space is at a premium, it should not be wasted.  Also feel that the mooted doctor's surgery is a red herring. A modern fit for purpose surgery would require patient parking and cannot be squeezed into such a small space.	The overall height of the building should not be above 4 storeys in order to fit with the local area and ensure no impairment to light for local properties and the village green.  The plans should be of a large enough size to house families with children. Ideally the flats would be available for rent not just sale and some parking available to the residents.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The site allocation requirement ensures the provision of the library in the new development. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality.
Gillian Poulter				S456 - Chingford Library and Assembly Hall		No		There are places identified for redevelopment that could help with the pressure on local schools and this site in particular would make a perfect spot for a new school, or a clinic big enough to serve the growing community.	Within the overbuilding plans of the whole borough, new schools and clinics should be incorporated.			The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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Stephen Pick				S456 - Chingford Library and Assembly Hall	No	No	No	The terminology of your questions are so confusing so as to stop anyone trying to answer them or to put any points about the proposal. The proposal is unrealistic and not thought out. It is not taking into account the local area or how it is used. Any tall building there will be so out of place with the surrounding buildings and architecture. It will alter and ruin the existing feel of the area. The area already is over stretched with traffic and parking so to increase the pressure on that is unrealistic and will make an already busy area unmanageable. It will over stretch the existing infrastructure of doctors, schools, refuse collection, public transport and other local facilities. It will increase the air pollution in the area. The need for more housing in that particular area does not exist. With increased congestion it will make it even more difficult to access services that are needed.		No	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>Through the evidence published in the Characterisation Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel or to meet their everyday needs. Redefinition of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Wattham Forest Waste and Recycling guidance for the developer sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and used to generate high numbers of private car/motorist vehicle trips. Redefinition of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Stephen Pinner				S456 - Chingford Library and Assembly Hall	No	No	No	1. No car parking facilities. 2. Reduction in public services within proposals. 3. Local residents ignored. 4. Development would put too much pressure on local services, such as doctors, dentists schools etc.	None. The development is an unnecessary waste of taxpayers cash.	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Council 311 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Christopher Branch				S456 - Chingford Library and Assembly Hall	No Response	No	No	1. It is sound? No. The council should be trying to preserve the areas character and not destroy it. From your own documents for IPR 7.3 the character of the north is generally suburban. As such the area is lower in density compared to the Central and South areas of the borough. IPR 7.3 is a mixed area of relatively low-density residential housing, employment land, retail, the Epping Forest and the borough's fringe of Green Belt are major green assets which give this part of the borough an exceptional character. 2. Policy 11 in North Chingford in: Protects and enhances the Chingford Green Conservation Area in accordance with the requirements of Policy 74: Conservation Areas; Vision: North of the Borough. The North forms the gateway to Epping Forest and its richly diverse ecology and contrasting natural landscapes. Therefore, it is NOT sound. We live here because it is low rise and close to the forest and open land. How can building 30 flats on top of the library on that small footprint, provide decent sized quality housing? If the pandemic has taught us anything, it is we need outside spaces and there are none with these flats. The library as it is, is in the centre of a conservation area overlooking a 17th century grade 2 listed cottage. There is the village green and open church alongside. Any building above the site that is there will make a mockery of that - we may need a new library, what we don't need is an ugly high rise on top ruining the eye line, spoiling the character of the village and setting flat in a totally inappropriate place. There have been many objections to this development. A petition of over 6000 signatures was drawn up - we have had NO response from the council. Before the gardeners Wattham Forest council held a meeting in St Peter and Pauls church, hundreds of locals went to object and question councillors. Here there, councillors have been heard from, but not addressed their concerns.		No	Without involving the local residents how on the council demonstrate that it takes their opinions seriously?	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.</p> <p>This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Areas of Conservation (SACs), Special Areas of Special Scientific Interest (SSSIs) in the borough.</p> <p>There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSIs), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SACs), Ramsar sites, or Special Protection Areas (SPAs) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The London Plan (2021) sets a 20-year minimum housing target for Wattham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>
Stuart Kestevenbaum				S456 - Chingford Library and Assembly Hall	No Response	No	No	Not in keeping with local character. Changes a predominantly low rise area and impacts views and skyline. Parking needs ignored and effectively includes those who need their own transport for work or due to age or social circumstances. Not positively planned. Not Effective: No additional infrastructure planned to cope with the totality of developments S455 - S48 Not consistent with regional/national policy Borough's plans greatly exceed targets. This development adversely affects local views and harm the setting of surrounding listed buildings. Any proposal of more than 3 stories would not meet policy D9 of the London Plan.	Deep developments of the same height and as close to character as possible with turnovers. Make facilities on site suitable for a diverse demographic and their needs rather than a wishful desire of how people should be made to live.	Yes	Not necessarily me but certainly representatives of the affected local community who seem under represented in these planning decisions	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their historical form, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless justification is provided in the planning process for any divergence from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The Inspector's need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning. - Having no regulatory or national planning barriers to delivery. - Delivery partners who are signed up to it and - Consensus with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to changing circumstances.</p>

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John Pennicard				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	There is not enough infrastructure in the local area to support all the extra people in these flats. Not enough parking, school places, doctors surgery please plus it will be a blot on the landscape.		-	-	The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S456 - Chingford Library and Assembly Hall	No	No	No			No	-	This response is noted.
Kevin Greenhill				S456 - Chingford Library and Assembly Hall	No	No	No			-	-	This response is noted.
Taina Antoniou				S456 - Chingford Library and Assembly Hall	No	No	No	There is no thought to the people who already live there. There is no provision for more gp appointments, parking, traffic, school places. Chingford is already stretched and you are spoiling South Chingford. I don't agree with it at all.	There is no thought to the people who already live there. There is no provision for more gp appointments, parking, traffic, school places. Chingford is already stretched and you are spoiling South Chingford. I don't agree with it at all.	-	-	The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Fails to comply with the duty to cooperate. Fails in it's duty to notify the local population. Fails to meet the changed London Plan with reduced housing numbers. Fails to meet this point: "Encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners, including main town centre uses, nighttime economy, civic, community, social and residential uses" by demolishing something that the large space with its potential for diverse use will not be lost to the local community. Do not build a high rise block in a conservation area with so many homes and no thought to infrastructure of already over-stretched schools, doctors, and insufficient parking. No cafe's needed.	Leaflet local residents with the plans, give them the opportunity to respond in writing and not just online which is not inclusive. Hold a public meeting and listen to residents views and comply with their wishes. Reevaluate the current Assembly Hall site as it has been thoroughly used as a test centre during the pandemic, and ensure that the large space with its potential for diverse use will not be lost to the local community. Do not build a high rise block in a conservation area with so many homes and no thought to infrastructure of already over-stretched schools, doctors, and insufficient parking. No cafe's needed.	No	-	The site allocation requirement ensures the reposition of the library in the new development.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/fact finding: the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning; • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.  Local Plans should also be consistent with the London Plan's policies on the environment, including the London Plan's policies on the environment, including the London Plan's policies on the environment.
Alan Crown				S456 - Chingford Library and Assembly Hall	No	No	No	Breaking of covenants and the local preservation area guidelines	Leave as it is and make the Assembly hall a community asset accessible by local community.	No	-	The Local Plan requires a character-led approach to intensification, including full buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.

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M Fernley				S456 - Chingford Library and Assembly Hall	No	No	No	This goes against the character of the local area. If we wanted to live in an area with many tall flats we'd choose to go there. North Chingford is a green open spaces area and a key reason why people choose to live here	Does not fit the local area			Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Christine Harvey				S456 - Chingford Library and Assembly Hall	No	No	No	It is unusual because it would overtake a protected ancient house. It would ruin the character of the area - an eyesore!	Low risk, interesting design	No	Planning in the area needs to be influenced by people who have lived in the area for a good time, and who love the area!	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
				S456 - Chingford Library and Assembly Hall	No	No	No	The area is already so built up. Please listen to us Waltham Forest. I am a resident of more than 25 years in North Chingford its already proving extremely difficult to see a GP, dentist, schools are at capacity and its virtually gridlocked along Station Road street.	No residential housing with a focus on refurbishing the library instead.	Yes		The site allocation requirement ensures the reposition of the library in the new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Annabel				S456 - Chingford Library and Assembly Hall	No	No	No	Not compliant with North Chingford feet at all.			I dont want the area being ruined	The site allocation requirement ensures the reposition of the library in the new development.
				S456 - Chingford Library and Assembly Hall	Yes	Yes	Yes			Yes		This response is noted.

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Debra James				S456 - Chingford Library and Assembly Hall	Yes	No	Yes	If everyone in Chingford were given a chance to vote on the huge amount of apartment building it wouldnt think anyone would agree. Instead of asking people about compliance ask them whether they want these buildings raising what is a perfect North Chingford.	With all the building, that will generate a load of people who in turn will need parking, schools, doctor, using an already full transport system. North Chingford will be completely spilt, ruined and will lose its village feel.		-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Nicky				S456 - Chingford Library and Assembly Hall	No	No	No	Stop building more apartments. We don't have the infrastructure e.g. parking, schools etc.			-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Gerardine Cleveland				S456 - Chingford Library and Assembly Hall	No	No	No	There has been no negotiation with surrounding neighbours who will be impacted most by this enormous building nor by the increase in parking requirements in the area	Limited height of building to whats there now, which already towers above adjoining buildings, retain parking there is there now.		The plans impact the people living next to the proposed site most yet no one has contacted us directly about the impact to our area this building will have. I feel this is rude at the least and totally dismissive of our views and opinions and shows a lack of willingness to compromise. This is a conservation area and we have had to jump through many hoops to maintain our building in accordance with the rules. However, this building will be double glazed? I now feel that the conservation rules are being torn up for yourselves so why should we abide by them anymore? Why do we have to get planning permission for double glazing when 3 doors away your proposing to put it in? Why should we have to get planning permission for a dormer window when your building 6 storeys 3 doors away, and why can't we have solar panels on the front roof of our houses in a...	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Jack Baskin				S456 - Chingford Library and Assembly Hall	Yes	Yes	Yes			Yes		This response is noted.
Mike Georgio				S456 - Chingford Library and Assembly Hall	No	No	No	The library is in a conservation area, proposed plans do not blend in any ways with the character of the area. No provision for parking makes it not suitable for people with disabilities and will create additional clutter on the parking in the surrounding area eventually leading to additional taxation to the local people in the form of paid residential parking provision. To name the few of the reasons.	Leave the library alone, there are findings available plus extra funding can be found via National Lottery heritage grants etc. There is no need for additional housing to be built on this site, let the people enjoy their way of life.	No	People who live in the should have a say on the area there	The site allocation requirement ensures the provision of the library in the new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.

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Parakevoo Markou				S456 - Chingford Library and Assembly Hall	No Response	No	No			No	-	This response is noted.
Jennifer Johns				S456 - Chingford Library and Assembly Hall	No	No	No	This is in a conservation area where, for example, the other properties cannot even put in double glazing windows, and these plans include a five or six storey block of flats which will over look it and absolutely destroy the whole ambience of the area. The local people have overwhelmingly rejected the plans.	Do not build the block of flats. Modify the assembly hall and reduce the fees for hiring it so that local people and clubs etc can afford to use it as they did extensively in the past.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Martin				S456 - Chingford Library and Assembly Hall	No	No	No	Out of keeping with area, lack of parking, disadvantage elderly residents. Existing residents overlooked. Loss of privacy daylight/sunlight. Shortage of local amenities schools, doctors dentists	Build to existing local building height, provide parking, schools, all that's needed by new residents	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Susan Reynolds				S456 - Chingford Library and Assembly Hall	No	No	No	New build not in keeping with the area	Smaller build	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Terry Milnes				S456 - Chingford Library and Assembly Hall	No	No	No	We do not believe that the plan fulfills the legal duty to meet the development needs of their area, align growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects. (National Planning Policy Framework, page 6).	don't do it	No	no one is listening to the residents of Chingford - !!	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  In April 2019, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design, and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Gabrielle Marshall				S456 - Chingford Library and Assembly Hall	No	No	No			No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Cathy Houchin				S456 - Chingford Library and Assembly Hall	No	No	No	The plan is totally out of character to the local area	Lower stories.	-	-	Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
-				S456 - Chingford Library and Assembly Hall	No	No	No	We do not believe that the plan fulfils the legal duty to meet the development needs of the area, align growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).  This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 364) states 12,640 new homes over 10 years and IDP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.  The plan, and specifically the library development, does not "positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks. 2) It is not socially sustainable  We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan are not aligned with the needs of the area, business, a vibrant community.	I do not believe that the local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.  This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 364) states 12,640 new homes over 10 years and IDP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.  The plan, and specifically the library development, does not "positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks. 2) It is not socially sustainable  We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan are not aligned with the needs of the area, business, a vibrant community.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.  Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. 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The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA), will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
John Cappalanga				S456 - Chingford Library and Assembly Hall	No	No	No	I do not believe that the Local Plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.  This programme of intensification prioritises housing above all - to the significant detriment of the environment, local business, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 364) states 12,640 new homes over 10 years and IDP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.  The plan, and specifically the library development, does not "positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through heavy tower blocks.  2) It is not socially sustainable  We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan are not aligned with the needs of the area, business, a vibrant community.	Please see the suggestions above.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.  Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. 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Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
-				S456 - Chingford Library and Assembly Hall	No	Response	No	Proposed out of character with surrounding residential properties. Will detract from the character of the Chingford Green Conservation area. Detrimental to adjacent neighbours by blocking out light and overlooking their gardens. Parking problems.		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, thereby resulting in a healthier education of operators, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.

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				S456 - Chingford Library and Assembly Hall	No	No	No	Ancient Lights, claimed development will deprive this property and others of natural sunlight, also possibly the high rise will cut out line of sight to Wates reception from Crystal Palace tower and drainage system already struggles to deal with rain conditions in this area, schools are over subscribed, health provision, lack of car parking provision.	To be kept at present height and in keeping with the local area.	-	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/natural light.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Peter Leggett				S456 - Chingford Library and Assembly Hall	No	No	No	It will change the shape and feel of the area significantly and not in keeping with the locale	Retain as is	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).
David Bode				S456 - Chingford Library and Assembly Hall	No	No	No	The site overlooks Chingford Green, is close to the nationally listed, and much photographed, Carbis Cottage, and is totally unsuitable for development that is significantly higher than the present one.	The revised Site requirements for development proposals should not seek to optimise site capacity, should not include a specified target for new homes, should not set a minimum non-residential floorpace, and merely state that any new development must at least equal present provision for library services, and must be in conformity with LPS Policy 24 (Conservation Areas).	No	The keyword in the question is "necessary". I would willingly participate in an examination hearing but do not at present see why this should be necessary for me, the Council or the wider world.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Russell Welford				S456 - Chingford Library and Assembly Hall	No Response	No	No		Development should not be higher than the current building. Design should fit in with the surrounding building.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S456 - Chingford Library and Assembly Hall	No	No	No			No	-	This response is noted.
Joy Heatherley				S456 - Chingford Library and Assembly Hall	No	No	No	The current plans do not appear to take into account the concerns of major neighbouring landowners (City of London Corporation) or the difficulty that Epping Forest District Council has had in obtaining any planning permission since 2018 for developments due to negative impact on the Epping Forest Special Area of Conservation. The neighbouring borough of Enfield is building vast numbers of new flat homes close to the boundary of what is a very short distance from Chingford and Highams Park.  Any development of over 3 stories in North Chingford, and specifically in the Conservation Area, would not meet the criteria of Policy D9 of the London Plan. The Local plan is not consistent with regional and national planning policy, which states that:  A) Tall buildings should only be developed in locations that are identified as suitable in Development Plans.  B) Development proposals should address the following impacts: i) visual impacts a) the views of buildings from different distances  C) long-range views " these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views. C) mid-range views from the surrounding neighbourhood" particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of height, proportions and materiality. C) immediate views from the surrounding streets " attention should be paid to the base of the building. It should have a clear relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significant lower height, the edges of the site should be designed to be in keeping with the surrounding buildings.	Please see the suggestions outlined above.	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC) The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPAs), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the boroughs history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.  The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.

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Stephen Hudson				S456 - Chingford Library and Assembly Hall	No	No	No	The proposed structure is out of keeping with Chingford green. It should be limited to 2 storeys. There are no parking facilities.	Maximum 2 storeys. Underground car parking.		To make sure the plan meets the wishes of local residents.	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Bill Rodney				S456 - Chingford Library and Assembly Hall	No	No	No	It is near development. It will increase pressure on car parking spaces causing pressure on surrounding residential areas. Temporary loss of amenities while redevelopment undertaken. You should not be encouraging new development because of embedded carbon contrary to net carbon zero targets.	Do not demolish. Retain existing structure. Protect the continuing provision of community facilities. Temporary relocation of library and meeting if necessary because of disturbance or noise at developer's expense. Such temporary provision to be agreed with community groups.	Yes	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
Kashif Ghoprah				S456 - Chingford Library and Assembly Hall	No	No	No	I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.  This programme of intensification prioritises housing above all - to the detriment of the environment, local business, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1) requires 2,640 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through busy tower blocks.  2) It is not socially sustainable We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan would materially change the character of the area, urbanising the gateway to the Forest. It does not fulfil a social objective to support strong, vibrant and healthy communities.  3) It is not environmentally sustainable	Please see above suggestions.	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. 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Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Ian Connor				S456 - Chingford Library and Assembly Hall	No	No	No	I do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.  This programme of intensification prioritises housing above all - to the detriment of the environment, local business, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1) requires 2,640 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through busy tower blocks.  2) It is not socially sustainable	Please see the suggestions above.	Yes	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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John Aulis				S456 - Chingford Library and Assembly Hall	No	No	No	The height of the proposed building is not in keeping with the surroundings	Reduce the height of the buildings	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S456 - Chingford Library and Assembly Hall	No	No	No	We do not believe that the plan fails, the legal duty to meet the development needs of the area, align growth and infrastructure improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).		No	-	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2037/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  The Local Plan requires that all new developments should deliver high quality design that is responsive to the local character of an area.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. A character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Tim Hancock				S456 - Chingford Library and Assembly Hall	No Response	No Response	No Response	<p>I Strongly Object to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, denigrations to the surrounding environment, negatively affecting the current residents)</p> <p>This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions, catering on failure to control immigration, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is supported by corporate interests who are not attached to the community and therefore unaffected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is vitally responsible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that we see in a modernist housing model, which is a complete failure to provide a sense of community and belonging to its residents.</p>	Project based on continued denigration to local community and strain on local services, as pointed out above.		This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by impacting anyone at breakneck speed, with a disregard for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, I STRONGLY OBJECT, and I see have to understand how the people who profit first and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response
Raymond Moffat				S456 - Chingford Library and Assembly Hall	No	No	No	The local residents don't want this development but the council is pushing ahead with it despite their objections	Comply with local residents views on the size and character of the proposed development	Yes	There is no point putting the proposal out for public consultation if you don't then listen and act on their views, participation is part of that process	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Brian Dujon				S456 - Chingford Library and Assembly Hall	No Response	No Response	Yes			No	-	This response is noted.

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Andrew Fearn				S456 - Chingford Library and Assembly Hall	No			Too many houses not enough local parking, too high so not suitable for area			-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 3 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Miguel Loureiro				S456 - Chingford Library and Assembly Hall	No	No	No	There is a petition with over 4,000 signatures saying residents don't want any development in North Chingford. This has been completely ignored by Waltham Forest Council. I always thought the council was there to listen to its residents, how wrong was I...		No	I'm a resident so I feel I should have a say in what happens to my neighbourhood	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Kay Anderson				S456 - Chingford Library and Assembly Hall	No Response	No	No	30 new homes cannot possibly make a positive contribution. Council is building houses above requirements, why 30 plans under Clark Coughlin watch... see why she "wags"?	Council needs to be thoroughly investigated re any planning as corrupt as the core. Follow the money, does not benefit Chingford citizens at all.	Yes	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Paul Cooke				S456 - Chingford Library and Assembly Hall	No	No	No	This is a Conservation area, as such redevelopment of any kind would be wrong. The redevelopment proposed though is particularly unsound as it is not remotely in keeping with the surrounding area. As such would be impossible to implement in any compliant way in a Conservation area.	Realistically a Conservation Area cannot be redeveloped. Any work that has carried out would have to be in keeping with the area.	Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>
Anthony G Thorne Lip				S456 - Chingford Library and Assembly Hall	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>18. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35; and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 34(1).</p> <p>18(1)(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan,</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Edmonton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these issues will be reduced I do have my doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are a right on the boundary of the ULEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. The rest of the area will also be subject to these increases and the proposed aspect the natural air flow possibly result in pockets with even higher concentrations.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density hung allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960s tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In the it was realised in the 1930s that people needed space and New Towns were built with more development and more space. This is the 1960s is</p>	No	Because there are too many unauthorised work	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to make safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>

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Marlyn Trantham				S456 - Chingford Library and Assembly Hall	No	No	No	Does not comply with the duty to cooperate. If it did, then residents' view would be cooperated with. We do not want this development in our Conservation Area.	Modify the Local Plan to ensure that the existing library and Assembly Hall remain as built. Reduce the hire charges for the Assembly Hall and you may find that the income received will offset the running costs. Why do you want to add a Cafe to the library space? There are already 15 cafes within a half a mile of this location. Also, the library should be a built place and the last thing needed is another gathering point for mothers and their screaming kids!		Looking forward to the Zoom meetings on the 23/11 and 13/12 to see how the Council continues to divert around all the questions!	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document is available for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Helen Chivers				S456 - Chingford Library and Assembly Hall	No	Response	No		The new development should be no higher than 3 stories. Retail and commercial uses is not required as there are already enough shops/cafes in North Chingford and we already have many which have shut down. There is inadequate parking for new flats on this site. The new building should be in a traditional style in keeping with surrounding houses and to enhance the heritage site.	Yes		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required in some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future, supporting them as they evolve and develop to continue to help residents to meet their daily shopping work and recreational needs as well as helping the Council ensure an effective delivery of its 15-minute neighbourhood objectives, which reduces the dependency on car use and ownership. Part of ensuring the resilience of our High Streets and Town Centres is by optimising the use of spaces that exist within them. The Council has recently adopted an Article 4 Direction which removed permitted development rights which allow for certain uses at designated Centres to be converted to residential uses at ground floor level. This move has offered a level of protection for many of the borough's shopping parades that are occupied by retail uses such as shops and cafes. This helps to retain the character and vitality of our High Streets and Town Centres. Delivering housing above an active frontages and having residents located within the borough's centres, ensuring that most people's daily needs can be met within a close by to their front doors. This has knock-on benefits to health, air quality and easing congestion on the borough's road network. These policies also support new high street and town centre uses that may emerge in the future to help maintain their vitality and distinction.
Yvonne Sanders				S456 - Chingford Library and Assembly Hall	No	Response	No	Is the Plan "sound? There are 4 tests at para 35 of the NPPF:  Has the Plan been "positively prepared? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.  Has an LDFW been seeking to preserve the "local character" of the area - residents chose to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 4 story building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 5,000 signatures objecting to this particular development proposal and residents' views are being ignored.  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1) 164 states 12,640 new homes over 10 years and LDFW is proposing 27,000 new homes by 2030 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space?  Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.  The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing types.	Modifications: Ensure that the very strongly expressed wishes of local residents are heard and incorporated into designs. ANY new developments in North Chingford are no more than 3 stories in height so that they do not spoil the historic context and beautiful views on make a delightful suburban setting into an inappropriate urban scene as Policy D9 of the London Plan.	No	I wish to have the opportunity to explain why the Council's proposed developments are not suitable.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of new builds to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centre.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest's Waste and Recycling guidance for the developers sets out operational requirements and measures that enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Tom Clarke Mgr				S456 - Chingford Library and Assembly Hall	Yes	No	Yes	We remain of the position that this site allocation compromises the function of the Assembly Hall as an important performance and rehearsal venue for local groups. Whilst floorspace as set out within the site requirements is one indicative measure of effective provision, it is vital that sufficient volume is available as well as supporting facilities and infrastructure such as sound and lighting and changing/dressing rooms. As such the narrow focus of the local council negatively impact on provision and cause harm to the social and cultural well-being of the local community. Loss of function would constitute loss of provision and would therefore be contrary to Local Plan, London Plan and NPPF policy.  As set out at the previous stage of consultation we do not necessarily object to this site being redeveloped or intensified, although noise-generating and residential uses are not necessarily compatible unless carefully designed. We do object to the insufficient focus on adequate re-provision. We note the Council officer's response to our previous comment that specific matters can be addressed at application stage, but we consider the response fails to appreciate the importance of usability of space and that the narrow focus on floorspace would become an adopted policy position should this plan pass unamended.	If this site allocation is to be retained we recommend reconsideration of the bid to ensure the function of the Assembly Hall is maintained, not just floorspace, to ensure adequate retention or re-provision and to ensure the hall remains fit for purpose meeting the needs of its users.	Yes	The threat to this facility is of concern to us given other losses across the wider area extending beyond the borough.	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
Linda Wesley				S46 - Chingford Library and Assembly Hall	No	No	LBWF should be seeking to preserve the 'Local Character' of the area - residents chose to move to Chingford & Highams Park as they are low rise suburbs of north London at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space? It is not justified. Developers should be required to build on land/sites that they have received permission to develop within a reasonable period and NOT land bank it, rather than redevelop more new sites. It is clear that any tall (more than 3 storey development) at any of the locations in North Chingford identified in the LP2, would NOT meet the criteria of Policy P29 of the London Plan. There are also issues relating to lack of parking and impact on the numbers of residents requiring school places, GP's and the transport links are not great, so traffic congestion in the area will increase.	As at summer 2020, the Council had over 1,500 empty properties. More should be done to ensure that existing empty homes are brought back into beneficial occupation promptly. In addition, developers should be required to build on land/sites that they have received permission to develop, within a reasonable period and NOT land bank it, rather than redevelop more new sites.	-	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher densities in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to ensure safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-used and land to generate high numbers of private car/instored vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.	
-				S46 - Chingford Library and Assembly Hall	No Response	No Response	I am informed that you are planning to build 1,815 new flats in Chingford. This will bring intolerable pressure on all our local essential services including doctors, hospitals and schools. Why are you more interested in bringing in thousands more residents than in the welfare of your residents who have been here many years? I would welcome an answer to this question. Michael Learner (resident since 1975).	Stop building any new flats.	No	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The London Plan (2021) sets a 12% minimum housing target for Waltham Forest of 12,640 new homes (1,054 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target table of the Council's identified housing need of 1,815 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	
-				S46 - Chingford Library and Assembly Hall	No	No	It does not fulfil the legal duty to assess the development needs of their area; also growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).	do not believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs. This programme of intensification prioritises housing above all - to the significant detriment of the environment, local businesses, and the conservation area. It does not fulfil the Council's duty to be sustainable, in the following ways: 1) It is not economically sustainable: The Council is seeking to build more than the London Plan requires. The London Plan (Pg 4.1 Pg 164) states 12,640 new homes over 10 years and LBWF is proposing 17,000 new homes by 2035 - a very significant excess of 42% over the required target. The plan, and specifically the library development, does not positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through binary lesser models. 2) It is not socially sustainable: We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with residents views seemingly disregarded at all stages of the development process. In addition, the suggested developments included in the Local Plan would materially change the character of the area, undermining the gateway to the Forest. It does not fulfil a social objective to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being, and regeneration should take into account the aesthetic, the historic context and the value of existing buildings. 3) It is not environmentally sustainable: The plan, and specifically the library development, does not positively and proactively promote economic growth. There are enough cafes in Station Road, we don't need any more. This is the opinion of many local shop owners. Whilst we need new housing, we need development that reinforces the unique character of North Chingford. Its unique character is why we live there and we want to encourage more people to visit. To build on the conservation area will seriously damage its unique character and have a detrimental effect on our enjoyment of our local area.		-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  In Local Plan Part 1, Policy D2 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided the planning process for any divergence from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Nanna Monoroff				S46 - Chingford Library and Assembly Hall	No	No	I believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the area objectively assessed needs.  This programme of intensification prioritises housing above all - to the significant detriment of the environment, local businesses, and the conservation area.  It does not fulfil the Council's duty to be sustainable, in the following ways:  1) It is not economically sustainable  The Council is seeking to build more than the London Plan requires. The London Plan (Pg 4.1 Pg 164) states 12,640 new homes over 10 years and LBWF is proposing 17,000 new homes by 2035 - a very significant excess of 42% over the required target.  The plan, and specifically the library development, does not positively and proactively promote economic growth. There are enough cafes in Station Road, we don't need any more. This is the opinion of many local shop owners. Whilst we need new housing, we need development that reinforces the unique character of North Chingford. Its unique character is why we live there and we want to encourage more people to visit. To build on the conservation area will seriously damage its unique character and have a detrimental effect on our enjoyment of our local area.  2) It is not socially sustainable  I don't believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with residents views seemingly disregarded at all stages of the development process. The	Please see my suggestions above.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Council sets out it's strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain vibrant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-mission neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Nicola Bambar				S456 - Chingford Library and Assembly Hall	No	No	No	<p>I believe that the Local plan, specifically referring to the development of the North Chingford Library and Assembly Hall, does not meet the areas identified in the statement.</p> <p>This programme of intensification prioritises housing above all - to the detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Council's duty to be sustainable, in the following ways:</p> <p>1) It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.17) 164 states 12,040 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan, and specifically the library development, does not 'positively and proactively promote economic growth. Indeed, it has been opposed by local shop owners who are concerned that development of the library into a cafe and retail space would in fact act as damaging competition. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to drive visitors and economic prosperity, rather than homogenising the area through large tower blocks.</p> <p>2) It is not socially sustainable</p> <p>We do not believe that the Council has entered into joint working with good faith. Consultation with residents has been poorly managed, with resident views seemingly disregarded at all stages of the development process. In addition, the consultation arrangements outlined in the plan are insufficient. I am not a lawyer and believe that it is unreasonable to expect the public to respond to these sorts of questions. I do not believe there has been enough consultation via face to face meetings. Zoom meetings have been poor and unfit for purpose.</p>		Yes	<p>Because I need to be kept informed since communication with the Council is not good.</p>	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Stephen Brame				S456 - Chingford Library and Assembly Hall	No	No	No	<p>I have not a lawyer and believe that it is unreasonable to expect the public to respond to these sorts of questions. I do not believe there has been enough consultation via face to face meetings. Zoom meetings have been poor and unfit for purpose.</p>	<p>Proper meetings about each site. Respect for people's views about high rise development in a low rise area. Respect Conservation area regulations. There needs to be an INDEPENDENT evaluation of the Conservation Area, not by LBWF</p> <p>I have tried to keep in touch with what is happening about the North Chingford library and station road site but feel the council are not interested, and they are just going ahead whatever the public opposition. LBWF is also proposing more housing development than is required by the Government targets</p>	Yes	No time available	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any departure from these clauses that would lead to other substantial harm or total loss of a designated heritage asset in the borough.</p>
Bernadette Berge				S456 - Chingford Library and Assembly Hall	No	No	No	<p>The proposal is to build in a conservation area and a 5 storey building is not in keeping with the surrounding church and houses beside the green space. People living in these flats will have cars, but there is little provision for parking, so this will impact the surrounding roads, especially visiting tradesmen or shopping deliveries.</p>	<p>The council is proposing to build more than The London Plan requires. The guidelines has stated that people want to live in houses with gardens, bungalows would be ideal on this site for older residents as the site is near to local amenities. Existing empty properties could be developed before pulling down perfectly good buildings.</p>	No		<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Terry Milnes				S456 - Chingford Library and Assembly Hall	No	No	No	<p>again woefully inadequate consultation with local residents and out of character with the area - diminishes local facilities.</p>	<p>A community building in sympathy with surroundings and ample parking.</p>	No	no one is listening to the residents of Chingford -!!	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>

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				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	Wholly overdevelopment of a Avery sensitive site that will set a dangerous precedent for future developments.	Remove the high rise element of the development		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Tara Harding				S456 - Chingford Library and Assembly Hall	No	No	No	The library and assembly hall are in a conservation area where everything has to strictly be in keeping etc. However a high block of flats near such lovely houses is completely against that. Also the building and assembly hall are a centre point for the community			-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D5. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Cathy Houchin				S456 - Chingford Library and Assembly Hall	Yes	No	No	The buildings need to be in keeping with the local area.			-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D5. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Lidia Buckingham				S456 - Chingford Library and Assembly Hall	No	No	No	This is not in keeping with the area. There are no high rise buildings here and does not need to be. Chingford green is a conservation area. Conserve it!	Redevelop the current site. It's beautiful as is. Add loc homes. We don't need retail when there's spaces empty on the high street		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D5. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>
Vanda Collins				S456 - Chingford Library and Assembly Hall	No	No	No	There is no infrastructure in place e.g doctors schools. Parking is already very limited. Whippes Cross hospital can cope with the amount of patients it has.		No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Whippes Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2019, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whippes Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character led, which allow a new state of the art hospital to be developed alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.</p>

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				S456 - Chingford Library and Assembly Hall	No	No	No	Your council already spent near enough a million on redecorating this library when you 'upgraded' it and the hall next door, what happens if that you make it much more expensive to the hall that grass the local film makers no longer want there, you also made the library worse by getting rid of all the nice wooden bookshelves and not making the children's area big enough, now you propose to change it all again - who to say this won't just be another big waste of money, and also now you want to put flats on top of the library, a lot of children go to the library, it should be a place of peace and calm, not worrying about who's living above the library, and how on earth is this going to make the area nice for residents who live in this area now? It cannot and you are showing disregard for people who live around the library now. It would be nice if you could expand the library and make it a real place of learning and restore nice old wooden fittings, make the hall cheaper to use and encourage local groups to use it and put on talks and theatre productions there for children, but we do not turn into a block of flats effectively.	make the library a central place for peace and learning, it doesn't need noisy flats above it, the flats above it will take much away from the fourth floor as the proposed building works those of more and more flats makes away from the lovely area of Chingford.	-	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Christine Shephard				S456 - Chingford Library and Assembly Hall	No	No	No	LBWV should be seeking to preserve the local character of the area. This would be significantly changed with the building of tall blocks of flats. The proposed plan for five stories in a conservation area need to be a village green, close to existing listed buildings seriously compromises the existing village feel of the area.	The outstanding need is for houses with gardens rather than flats with no need for homes with outside space or car parking spaces. Building housing with no parking means trades people or those needing personal transport to work will not be able to live in these units. This will exclude many who do the most needed for a vibrant, integrated population.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Pauline Whitbread				S456 - Chingford Library and Assembly Hall	Yes	No	No	1. Has the plan been positively prepared? LBWV plan for the changes to the Assembly Hall and Library has not been positively prepared. LBWV has not provided a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities. This means that unmet needs from neighbouring areas is accommodated when it is practised to do so and is consistent with achieving sustainable development. LBWV should be seeking to PRESERVE the LOCAL CHARACTER of the area. Residents close to move to Chingford and Highams Park as they are both low rise suburbs. If LBWV does not agree with this statement then why did you knock down the Chingford Hall flats as well as the Catholic centre and replace the arcades with housing? They both became ghettos, so why are you considering creating ghettos again? North Chingford and Highams Park are the gateway to Epping Forest. It is totally inappropriate to change the character of the area from low rise suburban housing to tall high rise flats that will be totally unsuitable for the windows to the forest. Queen Victoria gifted Epping Forest to the people and the residents of Chingford have a duty of care in all aspects of ensuring the forest is well cared for as well as the window/gateway to the forest is also appropriate. Witham Forest is the oldest building in the Borough situated next to the Assembly Hall, to demolish such a 4 to 6 storey building would be totally inappropriate and ruin the amazing feat of a 17th Century building with such history surviving. To construct a high rise building on The Green would destroy the ethos of the Conservation area. To walk from The Bull and Crown through the churchyard of St. Peter and St Paul's historic church, the calmness and the feeling of completeness due to the trees, the green, the new rise buildings would totally destroy the making of the area to add a high rise building would be hugely offensive. Why are the local planning officers insisting that the shops comply with changes to the front of the building regarding shopfronts etc when you are proposing a high rise building in the middle of a conservation area?	LBWV have deliberately allowed the Assembly Hall to decay. Lack of use happened due to enormous costs. Local schools used to hold Music Festivals there but due to the ridiculous rise in hiring it, even to local schools, became untenable. We had to move our Music Festival to Hawley Hall in Woodford! LBWV have intended to allow the Assembly Hall to become inoperable, they have also stripped it of its heritage. The brickwork on the outside should be retained and the Assembly Hall should be restored back to its former glory. The small hall at the Assembly Hall was always used as a lay clinic. Why was this stripped? Why does it make a cake? How many cafes are there already in Station Road?  When will the link from Chingford Station to Stratford be reinstated? Why is North Chingford always ignored? The roads are only repaired/recreated as a last resort? The constant traffic queues along Station Road and King Head Hill and King Road! What is being done to reduce these? And you want to add more buildings which will add to all of these problems. Have you considered changing the junction at Station Road and The Green? Since you removed the fiber triangle onto Station Road you have just exacerbated the problem. The queues are now ridiculous. Have you looked at the paved roundabout in Epping/Croxtle Road? When are you going to make the junction at Larkhall Road safer? Another paved roundabout would make it safer for pedestrians and drivers. Witham Forest should treasure North Chingford instead of imposing high rise houses.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Jayne				S456 - Chingford Library and Assembly Hall	No	No	No	building will be too large and not in keeping with the local area.	Development should be in the existing building and not expand the site, the library must be retained as a community resource	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
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Mark Elliot				S46 - Chingford Library and Assembly Hall	Yes	Yes	Yes	I think the plan, if it is sensitively done, architecturally, visually, supporting services and parking allocations	Correctly balanced materials, facades and tiered housing allocation in the design (stepped low at front to higher to rear no higher than current main building height)		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Maurien White				S46 - Chingford Library and Assembly Hall	No	No	No	Building too high Will be an eyesore Where will people park who live there? Where will the waste and rubbish from these flats be collected from?	Don't build tall No flats Do not build up Re build of library and commercial and assembly hall ok without the flats above.	No	The system is not wanted in the area	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Geraldine Cleveland				S46 - Chingford Library and Assembly Hall	No	No	No	There has been no negotiation with surrounding neighbours who will be impacted most by this enormous building not by the increase in parking requirements in the area	Limited height of building to what's there now, which already towers above adjoining buildings, retain parking there is there now.	Yes	The plans impact the people living next to the proposed site most yet no one has contacted us directly about the impact to our lives this building will have. I feel this is a rule at the least and totally dismissive of our views and opinions and shows a lack of willingness to compromise. This is a conservation area and we have had to jump through many hoops to maintain our buildings in accordance with the rules. However, this building will be double glazed? 7 row flat that the conservation rules are being torn up by yourselves so why should we abide by them anymore? Why do we have to get planning permission for double glazing when 3 doors away your proposals to put it in, why should we have to get planning permission for a dormer window when your building is 6 storey 3 doors away, and why can't we have solar panels on the front roof?	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Geraldine Cleveland				S46 - Chingford Library and Assembly Hall	No	No	No	There has been no negotiation with surrounding neighbours who will be impacted most by this enormous building not by the increase in parking requirements in the area	Limited height of building to what's there now, which already towers above adjoining buildings, retain parking there is there now.	Yes	The plans impact the people living next to the proposed site most yet no one has contacted us directly about the impact to our lives this building will have. I feel this is a rule at the least and totally dismissive of our views and opinions and shows a lack of willingness to compromise. This is a conservation area and we have had to jump through many hoops to maintain our buildings in accordance with the rules. However, this building will be double glazed? 7 row flat that the conservation rules are being torn up by yourselves so why should we abide by them anymore? Why do we have to get planning permission for double glazing when 3 doors away your proposals to put it in, why should we have to get planning permission for a dormer window when your building is 6 storey 3 doors away, and why can't we have solar panels on the front roof?	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>

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Rebecca Boylen				S456 - Chingford Library and Assembly Hall	No	No	No	There is not enough parking. It means that the green will be used by the inhabitants as a garden instead of as a free space for all residents. It is not only keeping with the rest of Chingford. There are not enough local school spaces for the number of new inhabitants.	It should be only 2 stories high. There needs to be more green space incorporated and more parking spaces.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Fiona Cousins				S456 - Chingford Library and Assembly Hall	No	No	No	How you meant considered car parking in the area. Just not putting in car parks doesn't stop people bringing them. Top tail.	-	No	I don't really know what you mean? This consultation is too complicated, who is it aimed at, if residents, you should try again.	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Tom Wise				S456 - Chingford Library and Assembly Hall	No	No	No	There are dozens of submissions that outline the facts of why the development is not sound or in keeping with the area. I do not intend to repeat this again. However, it is obvious that WFC do not respect the wishes of local people or understand the unique qualities of the area which make people not only live here but seek to protect it from unsuitable development. The lack of meaningful local consultation is lamentable. Those consultations that did take place indicated two things: firstly the WFC personnel who attended have no knowledge of Chingford's history, traditions and the desires of the residents, and perhaps more worryingly no desire to change this, secondly that WFC have no interest in the views of the residents as they are determined to increase density and diversity so as to make Chingford indistinguishable from Watlington.  Any development above 4 stories in Chingford would not be in keeping with the local village character and not in keeping with the character of the green.	Renovate not destroy.	Yes	Because WFC consistently ignore local resident views in Chingford. They seem to want to pressure us for electing the wrong MPs  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	
Marin Board				S456 - Chingford Library and Assembly Hall	No Response	No	No	I do not know if the plan is legally compliant. I do know that the lack of parking provision will cause a major problem in the local area. I also know that there is no capacity in local doctors surgeries or any other basic infrastructure to support more homes in this area. There is no requirement for further retail provision or front facing shopping units (at least 8ft) look at the number of charity shops. Such a development will ruin the urban grain of the area by blocking light and changing the nature of this area.		Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Ian Ferguson				S456 - Chingford Library and Assembly Hall	No	No	No	This system is not right for elderly. This scheme does not respect conservation area character.	Deliver letter that elderly local people can write on and send back their opinion. Demonstrate how the proposal respects the conservation area.	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. During the consultation, residents have also had the option to send their consultation responses to us either by post, or email and copies of the Local Plan and supporting documents have been available in the Town Hall Reception, and at all branch Libraries.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Rosalind Zukas				S456 - Chingford Library and Assembly Hall	No	No	No	The central government guidance to amend plans to focus more on the North of the UK and not to build on floodplains does not seem to have been taken into account since the original documents were drawn up. Further local consultation needs to be undertaken before any money is wasted on an unwanted project.	Amended documents need to be drafted and the whole process needs to be started from the beginning taking account of the changes. For this site, despite a large petition against the project and the reduction in the number of dwellings since the original quotes, it still remains an unnecessary expense for the taxpayers of the borough. No consideration has been given to the fact that the foundations of the building would need to be rebuilt and access for building works could not be from the residential area immediately behind as that would deny local residents access to their properties and the road way would be unlikely to support the weight of any construction vehicles. The drainage is also in need of repair as the basement area has flooded in the past. A better solution has been suggested to replace this plan by using the Richmond Road car park instead. This would provide larger size homes, easy access and the additional infrastructure of a doctor's surgery without reducing the size of the Assembly hall and library which only need refurbishment, for which I understand funding has already been allocated.	No	So that the "local" councillors realise the opposition to this plan is not going to change.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
										Yes		

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Q E Foxy				S456 - Chingford Library and Assembly Hall	No	No	No	The proposals will have a huge detrimental impact on the conservation area and the Green if implemented. There are also questions regarding the foundations needed for the building and the effect on surrounding structures to build them.	Renovate the existing structure and omit the extra housing accommodation.	-	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Pam And Cliff Mivov				S456 - Chingford Library and Assembly Hall	No	No	No	Station road is already too busy and this would spoil what is a very special building and green space		-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Karen Jones				S456 - Chingford Library and Assembly Hall	No	No	No	You are building these without the necessary infrastructure. Where will they park, plumbers, electricians and/or working nights any mum with kids all need cars. The impact on the surrounding area will be horrendous	Build housing with parking	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Marilyn Gould				S456 - Chingford Library and Assembly Hall	No	No	No	Isn't this a conservation area? Why are you so hell bent on building extra housing on this site - ruining the character of North Chingford.		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 05,000 homes per year across London.
Marilyn Tresham				S456 - Chingford Library and Assembly Hall	No	No	No	The Plan is NOT sound as too many new units proposed without the requisite infrastructure. Possible NDN compliance with higher requirements due to Sany Bricks advice for planning permission from their owner - surely this is not legal? Plus the Council met it's duty to cooperate - NO, not with us residents as you do not appear to listen to our objections.	The only modification needed is to not try to turn North Chingford into Walthamston with building of those proposed new units. Is it legally compliant that the freehold of the Library/Assembly Hall site will be transferred to the Council's wholly owned company, Sany Bricks, for the building works to be completed? Is it for SB applying for planning permission to built this monostrory directly to their parent company - surely this is illegal? North Chingford does not need the vast amount of new units, we are already full.	No	Looking forward to the Zoom meeting on the 29/11 and 13/12 to see how Ian Garrud continues to skirt around all the questions?	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
-				S456 - Chingford Library and Assembly Hall	No	Response	No	Although the current building is not particularly attractive, any development needs to be sympathetic to the environs. If 30 dwellings are to be built, what consideration has been given to school places, GP facilities and parking? Also the cost of hiring the assembly hall needs to be reduced so that it can be more fully utilised		Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

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Leif Buscum				S456 - Chingford Library and Assembly Hall	No Response	No	No	I don't know enough details about the legality of the building being made. Will it have fire compliant cladding? Will there be multiple staircases?	The building should not be more than 3 floors to fit in with the surrounding buildings. Any residential flats should be offered at a decent rental or sale price. More 2 bed flats for half a million pounds or 2k+ monthly rentals are not what London needs. If that's the plan for this development it sounds like a waste of time.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  There have been changes made to regulations concerning fire safety, and the government has indicated that this requirement will apply for building of over 18m in height following consultation. Depending on proposals, they will therefore have to reflect the appropriate threshold.
Gary James				S456 - Chingford Library and Assembly Hall	No	No	No	North Chingford does not have enough schools, Doctors, play areas for the amount of flats proposed. It will totally take away the village feel and destroy the close community. I totally object to this plan!	North Chingford does not have enough schools, Doctors, play areas for the amount of flats proposed. It will totally take away the village feel and destroy the close community. I totally object to this plan!	No	We are entitled to hear the case by case procedure and put forward our objections	The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Paul Ziles				S456 - Chingford Library and Assembly Hall	No	No	No	This is out of keeping with the village character of Chingford Green. The listed cottages will be overlooked. Building without car parking is detrimental to current residents as well as new residents creating pressure on street parking.	Chingford green developments should be no higher than existing 3 stories. Also parking has to be provided on new developments. The current level of cycles in Station Road is more than adequate for the area, so another included in the plans is a complete waste.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Much to high and a large development next to the Chingford Green Conservation area which will look out of place. Not against the redevelopment of the building if its done sympathetically in line with the surrounding cottages.	Reduce the height of the proposed building and improve exterior in line with surrounding environment.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Sarah Newton				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	As this development falls within the conservation area it cannot comply when it seeks to increase the height by comparison to the existing building. I couldn't change my house in the same conservation area 10 years ago. Why should you?		No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.

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				S456 - Chingford Library and Assembly Hall	No	No	No	The building is a good solid building currently being as a base for Agents. We should be preserving old buildings with character NOT demolishing them and replacing them with small new thin walled apartments	NO COMMENT	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.
Lynn Ferguson				S456 - Chingford Library and Assembly Hall	No	No	No	Consideration of the site as part of the conservation area is insufficient.	Proper design consultation to reflect the historic buildings of the conservation area.	-	-	In Local Plan Part 1, Policy 77 - Designated Heritage Assets; There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
				S456 - Chingford Library and Assembly Hall	No	No	No	This development is totally out of keeping with this area of North Chingford. Both my wife and I and many of our friends DO NOT want this development to go ahead.	don't have any modifications to suggest, as I do not want the development to go ahead.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Elizabeth Curran				S456 - Chingford Library and Assembly Hall	No	No	No	The proposed plans are highly unpopular in the local area, the local community do not want to have their library demolished, lose their function hall, or the high traffic conservation area have to suffer with the disruption, dirt and noise pollution during the construction. There are many parts of brown space in North Chingford where a development would be welcomed. Why must Waltham Forest council force these major changes to areas much loved by residents, that remove the character, charm and pleasure in living in this area?	The proposed closure of access from Mornington Road to Station Road will be a huge hindrance to anyone living in the area. Adjust the plans to keep this access, reduce the amount of residences, or move the entire building to another part of the area, NOT IN A CONSERVATION AREA. NEXT TO THE DEEPEST BUILDING IN THE BOROUGH! WFC you act like you hate North Chingford - lived in London for many years, can't see how you harm this, different part of your borough and have no respect or care for the residents.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Fred Bai				S456 - Chingford Library and Assembly Hall	No	No	No	It is difficult for a layperson to know if this plan is legally compliant. However, I think there are brown sites available in North Chingford for development. The library and the town hall must not be turned into housing use.	This site should be left as it is until a suitable need is identified to be redeveloped.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Kathryn Connor				S456 - Chingford Library and Assembly Hall	No	No	No	It does not fulfil the legal duty to assess the development needs of that area, align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (Regional Planning Policy Framework, page 16).	This plan does not meet the definition of "Sound" from the National Policy Planning Framework, paragraph 35.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. In April 2019, the Council declared a Climate Emergency. In the Chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net-zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of future, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.
Sally Topping				S456 - Chingford Library and Assembly Hall	No Response	No	No	Not in keeping with the surrounding area and lack of infrastructure in place to support an increased population		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Jennifer Johns				S456 - Chingford Library and Assembly Hall	No	No	No	It cannot be correct to build a new residential block above the library in a conservation area. The proposed buildings are not in keeping with the buildings surrounding the area.	A building which blends into the area not one which is in stark contrast to it!	No	-	Through the evidence published in the Characterisation and Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sites used that development at higher density is required on some sites with urban and district centres and in close proximity to bus and rail stations. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 3) means that through development by infrastructure is identified in the infrastructure Delivery Plan (IDP) can be secured.

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Ms S Clark				SAS6 - Chingford Library and Assembly Hall	No	No	No	No	The plan does not fulfil the duties outlined in the National Planning Policy Framework, page 6 - development needs. The plan does not meet the definition of "sound". National Planning Policy Framework (para. 85). The proposed developments at SAS6, SAS5, SAS7 and SAS8 do not meet the area's objectively assessed needs. I would dispute that there has been any objective assessment of the area's needs, the programme of intensification priorities housing above any other consideration. All these proposals constitute a threat to the local environment particularly the nationally important Epping Forest which is the predominant feature of the area and which gives the area a unique place in Waltham Forest. The current urban landscape, with a few unfortunate exceptions, leads comfortably and pleasantly to various points of forest access and fits harmoniously into the many different viewpoints. The Conservation area around Chingford Green is under threat from the Authority which should be protecting and enhancing its character. The Local Authority has acted in bad faith throughout the Local Plan process by first refusing to confirm that it wished to develop the library and assembly hall site, then, in the middle of a pandemic announcing its intentions to dispose of the site to its subsidiary. The Authority has failed to engage with residents who are not able to participate in online events. On line events were poorly managed and totally inadequate. The latest issue of Waltham Forest News the Authority's own publication does not mention this consultation and the extended date for responses. I responded to the two previous stages of the Local Plan and found the process very confusing and misleading, the responses from Waltham Forest to the previous points raised were formulaic and uninformative. The process of reviewing documents and policies on line is very time consuming and difficult if one is constrained by limited technical equipment. In addition to lack of regard granted to local residents the Authority does not appear to have adequately consulted with the other major stakeholder in the area i.e. the City of London Corporation as Conservator of Epping Forest.	I am not legally or professionally qualified in this field. I would ask that the views of those respondents whose knowledge and expertise far exceeds mine be given consideration.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
David Dooks				SAS6 - Chingford Library and Assembly Hall	No	No	No	No	Not in keeping with adjoining buildings, excessive development will add to already limited parking space on surrounding roads, changing the Assembly Hall as proposed will render it unused over time. Development will cause excessive disruption.		-	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Helen Chivers				SAS6 - Chingford Library and Assembly Hall	No Response	No	No	No	I do not believe that this will be a sensitive development. North Chingford has a village atmosphere and the Assembly Hall is in a heritage area. Any building should be in a traditional architectural style in keeping with the area and should be a place of beauty for local residents. Modern flats tend to be ugly boxes with no character. I am not convinced that new flats will be built in an appropriate style. Building lots of new flats with no parking will be a nightmare for local residents who already struggle to park their cars. Parking permits is not the answer as people will have to pay but still be unable to find a parking space. The new assembly hall will not be large enough for large functions and we definitely do not need any more cafes in North Chingford. Please do not destroy the character of North Chingford.	No	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Linda Bracey				SAS6 - Chingford Library and Assembly Hall	No	No	No	No	Not compliant because it builds on the village green area contrary to it being within a conservation area. Disposed because it flouts conservation rules. Non co-operative because it alters the use of the village green which affects the local people. This plan is ridiculous, unsightly and harmful to the location and local people.	This plan should not go ahead, it is the worst case of urbanising a village setting we ever known. No amount of modification can compensate losing the village green, library, assembly hall and village setting. It should not go ahead.	No	-	This response is noted.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Sam Cooper				SAS6 - Chingford Library and Assembly Hall	No	No	No	No	I object to high rise		No	-	Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Paul Macdonald				S456 - Chingford Library and Assembly Hall	No	No	No	This will ruin the low rise village feel of north chingford.  With regard to traffic, the high road is already gridlocked on Saturdays and at times through the week. The additional cars (which people will own even if there are nonparking spaces) will clog up surrounding roads and the traffic will be diverted down a small handful of streets.		-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	
Key Taylor				S456 - Chingford Library and Assembly Hall	No	No	No	A block of flats, with no parking in the middle of Chingford Green conservation area, next to historic cottages... totally not in keeping with the local area.  Parking for each property, Chingford is the gateway to Essex, public transport isn't great in that direction, we have parking will just push cars into the local streets which in turn will stop shoppers being able to park and kill the local shops.  The plans show a smaller multi use room instead of the Assembly Hall, a cheaper larger space which local people can afford to hire not a smaller room which will be not much use to the local community in what we need locally. Before the Council raised the cost of hiring the Assembly Hall it was used for more local events.	Fewer floors, so more in keeping with other local properties, it should be no higher than the shops opposite, not as high as the church steeple.  Parking for each property, Chingford is the gateway to Essex, public transport isn't great in that direction, we have parking will just push cars into the local streets which in turn will stop shoppers being able to park and kill the local shops.  The plans show a smaller multi use room instead of the Assembly Hall, a cheaper larger space which local people can afford to hire not a smaller room which will be not much use to the local community in what we need locally. Before the Council raised the cost of hiring the Assembly Hall it was used for more local events.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	
-				S456 - Chingford Library and Assembly Hall	No	No	No	No consideration of conservation area, listed cottage, distance to forest.		No	-	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.	
Geraldine Cleveland				S456 - Chingford Library and Assembly Hall	No	No	No	The proposed work on the assembly hall and library is completely inappropriate for the site overlooking, as it does Chingford Green bounded by its historic buildings one of which goes back to the fifteenth century.  The building will be far to tall to fit in with surrounding buildings, will be an ugly dark evening glowering over the Green. In short it will 'over-develop' the site and, as has been suggested, not match the tapering church spire adjacent, this being an excuse to build this lump. The houses next to this structure will lose what little privacy they have.  The excuse that the borough needs more housing is an excuse to over-urbanise the north Chingford area and the borough seems to be taking a leaf out of the Boris book and raising rough shod over the population with no regard for the opinions and feelings of the general population.  As a socialist and Labour voter all my life I thought never to see this behaviour from Labour council, shameful.	In short the structure with its 40 plus flats and no parking will completely inappropriate for an area already under reserved for schools and GP care to name but two. The 'improved' library is simply an to add this monstrosity to the area. DO NOT build this, simply improve the library and modernise the Assembly Hall to provide a really useful facility for the whole borough.  The excuse that the borough needs more housing is an excuse to over-urbanise the north Chingford area and the borough seems to be taking a leaf out of the Boris book and raising rough shod over the population with no regard for the opinions and feelings of the general population.  As a socialist and Labour voter all my life I thought never to see this behaviour from Labour council, shameful.	-	-	The plans impact the people living next to the proposed site most yet no one has contacted or directly about the impact to our lives this building will have. I feel this is rude at the least and totally dismissive of our views and opinions and shows a lack of willingness to compromise. This is a conservation area and we have had to jump through many hoops to maintain our buildings in accordance with the rules. However this building will be double glazed? I now feel that the conservation rules are being torn up by politicians so why should we abide by them anymore? Why do we have to get planning permission for double glazing when 3 doors away your propose to put it in, why should we have to get planning permission for a dormer window when your building 6 storeys 3 doors away, and why cant we have solar panels on the front?	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Caroline Robidge				S456 - Chingford Library and Assembly Hall	No	No	No	Anything more than 2 storeys is not in keeping with the areas conservation status.	Reducing plans to no more than two stories and including increased budgeted alterations for local services - parking etc.	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.	

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				S456 - Chingford Library and Assembly Hall	Yes	No	No	It will significantly erode the areas green space and impact on the surrounding area		-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Jacqueline Logan				S456 - Chingford Library and Assembly Hall	No Response	No	No		The building will be too high	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Kathryn Ulsain				S456 - Chingford Library and Assembly Hall	No	No	No	This is a negative development which would destroy the conservation area and take away an important public amenity and replace it with a substandard building. We are having a safe forced on us although there are over 25 cafes in the vicinity of the hall. The current library is a quiet space and a safe would destroy this amenity. The new hall is far too small and should be no smaller than the existing one. Nearly everyone in Chingford is against this plan	Renovate the current building. We were told that it would be too expensive but this has turned out to be untrue as millions are being on other buildings in the South of the borough but as usual Chingford doesn't count.	-	No one takes any notice of emails	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The site allocation requirement ensures the reposition of the library in the new development.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Chingford Green assembly Hall/Library must remain as it is with just the refurbishments needed. Surely all of these proposals are not made by local residents but presumably by people that live out side Chingford/Highams Park areas?	NO COMMENT	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The site allocation requirement ensures the reposition of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) reposition of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Susan Doyle				S456 - Chingford Library and Assembly Hall	No Response	No	No	No response to no comments required	This site looks good as it is, original. 30 flats should not be built here especially next to a National Listed Heritage Asset, it will ruin Chingford Green. Also there is not enough parking if this area NOW, where will the people living in these proposed 30 flats park?	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Stephen Doyle				S456 - Chingford Library and Assembly Hall	No Response	No	No	N/A	This site looks good as it is, original. 30 flats should not be built here especially next to a National Listed Heritage Asset, it will ruin Chingford Green, with the church & the building that used to be the Bull & Crown. It is an ideal setting as it is. Also there is not enough parking in this area NOW, where will the people living in these proposed 30 flats park?	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Key Voller				S456 - Chingford Library and Assembly Hall	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-looked and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling in doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed: there have been no public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents!	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Sue Keating				S456 - Chingford Library and Assembly Hall	No	No	No	The council is giving priority to housing with this development plan with little consideration to the local conservation area. This applies to other proposed development sites in North Chingford too. There will be little if any benefits to the local economy, North Chingford does not need another cafe. The proposed dwellings which will be tower block style will be detrimental in appearance to the character of North Chingford. There has been little proper consultation with local residents. Additional housing may be required but development should be sensitive to the area, the proposal for the library development would result in an ugly building totally not in keeping with the area. The development will have a negative environmental impact. Residents of the new flats would need to seek parking in nearby streets adding to congestion in the area. The new residents would also lack any outdoor space something that over the last two years has become seen as an increasing necessity for quality of life.	The council should be exploring other possible developments or modifying the existing plans in order to avoid harm to the aesthetics and the heritage to this area of London, see further points above	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  All new development will need to provide an appropriate amount of well-designed, suitably located and usable private and community amenity space. Proposals coming forward on allocated sites will still be subject to the full planning application process.
Marlin Cobett				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	This development is out of keeping with the Chingford Green Conservation area. A tower block development is entirely wrong at this location.	Renovate the existing library and assembly hall, they are lovely buildings	No	-	The site allocation requirement ensures the provision of the library in the new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Diane Rowbury				S456 - Chingford Library and Assembly Hall	No	No	No	It takes away the very heart of north Chingford. The assembly hall is a place where shows, weddings and other community events happen. The library is a meeting place and a place for the community to read, borrow books, use the internet and has space for children events etc. You will be trying to squeeze all this into smaller areas with no historical feeling		No	-	The site allocation requirement ensures the provision of the library in the new development.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
-				S456 - Chingford Library and Assembly Hall	No	No	No	The proposed development will put great demands on local services which are greatly over stretched at this present time particularly when associated with the other developments that you are considering in the local area.	Any developments in this area should give far greater consideration to the points I have made above. You should substantially reduce the use of any developments and make sure they do not detract from the architecture in these areas.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Lack of schools Lack of doctor surgeries Not enough public transport for the area	More schools More doctors surgeries More public transport	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.

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Key Anderson				S456 - Chingford Library and Assembly Hall	No Response	No	No	30 new homes cannot possibly make a positive contribution. Council is building houses above requirements: why? All plans under Claire Coghill watch. See why she 'voiced'...	Council needs to be thoroughly investigated re any planning as consent to the core. Follow the money. Does not benefit Chingford citizens at all...	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Its not in keeping with the area. We do not need more homes, affordable homes will attract the wrong type of people to the area.	Revamp of the current hall and library I support but they need to remain the same aesthetics, floor space and should not be any higher	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Oliver Gover				S456 - Chingford Library and Assembly Hall	Yes	No	No	The plan for the Chingford Green, Library and Assembly Hall site is in direct contravention of the site's place as part of a Conservation Area. The new library plan is really a clumsy attempt to fudge a Facelift Bargain on the community by suggesting a relatively minor improvement in return for a travesty of a development including 30 residential apartments which, presumably, will be accompanied by families needing to access already heavily stretched local services. The environmental impact on North Chingford as the gateway to Epping Forest and as a refuge from London's urban sprawl will be significant although this has already begun.	Scrap it.	-	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA)  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Lis Poley				S456 - Chingford Library and Assembly Hall	No Response	No Response	No	I dont think the council care or have consider local residents thoughts on this development. It will be totally out of character. The poor people who live on chingford green directly next door, it will completely ruin the area.	N/a	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Karen Prentice				S456 - Chingford Library and Assembly Hall	No	No	No	Not taking notice of local environment e.g. neighbouring buildings. Not taking notice of local people. This site is at the centre of our community, and a large housing block is completely out of keeping and unsympathetic to the area, both aesthetically and practically. There is no room for extra parking, and the emphasis on other modes of transport will be ignored. The homes will be like rabbit hutches.	Don't build on this site as it is completely out of keeping with the local area.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Nicola Doody				S456 - Chingford Library and Assembly Hall	No	No	No	The plan is not in line with the local area. Waltham Forest seem adamant to blight the area of north Chingford with high rise buildings despite push back from the people of north Chingford. My property is directly inside this site and light into my home as well as my privacy will be blighted.	Upgrade and replace what is already there if not energy efficient. Do not build on top and destroy the area around the green which is steeped in history. Listen to the local community.	No	My property is set to be blighted by this development	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. The character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.
Gillian F				S456 - Chingford Library and Assembly Hall	No	No	No	The local plan does not listen or take into consideration the views and wishes of the residents. They refused their plans through with no regard to others. The consultations are biased and worded in such a way as these council interpret whichever way they want which is always contrary to the locals.	The plan needs to be set out in plain English, without wording in such a way as allowing the council to do what they want regardless. There should be a more open method of allowing residents and local businesses to express their views, and not being constrained by misleading biased questions as always happens with these proposals.	Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
				S456 - Chingford Library and Assembly Hall	No	No	No	No consultation other than on line. No way off responding other than this. I have tried numerous times and my comments dont appear.	Proper consultation- not online dependent.	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Raymond Maffei				S456 - Chingford Library and Assembly Hall	No	No	No	The council is pressing ahead without proper consultation blaming Covid for this and totally ignoring the objections of local residents about the unsustainability of their plans for North Chingford and the surrounding area	Reduce the size of any redevelopment so it is in keeping with the local area, in both height and style, this is a badly sited and these plans are not what the area requires, it is too intensive and out of character	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.

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Andrea Boyle				S456 - Chingford Library and Assembly Hall	No					Yes	We need to have a voice. Most of the planning team do not live here and it's important that due diligence in the process includes the impact on existing residents and workers	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
-				S456 - Chingford Library and Assembly Hall	No Response	No Response	No	It appears there has been no cooperation in consulting and listening to needs of residents, if they had been brought on a journey, communicated to properly and listened to perhaps this would be a such a sensitive development. In this question you're asking about the local plan in general, not specific to this development. How are residents meant to understand what you're asking them if you're not clear in any communication about this?	How are people meant to understand the legal compliance of each development? Language like this alienates residents and is a barrier to participation in surveys like this. Make this a proper consultation rather than a simple box ticking exercise on this inaccessible website. To make this particular development sound, rebadge the proposals based on feedback from residents, go out to consultation and this time do it properly with a thorough understanding of the issues raised and how you're going to address them.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Sade Sally				S456 - Chingford Library and Assembly Hall	Yes	No	No		I believe that the site will be too tall considering its location in a conservation area.	-	-	The site allocation requirement ensures the provision of the library in the new development.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities, within walking distance to the residential catchment areas.
-				S456 - Chingford Library and Assembly Hall	No	No	No	Not in keeping with the area		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).
Parakevou Markou				S456 - Chingford Library and Assembly Hall	No	No	No	No as LBWV should be seeking to preserve the 'Local Character' of the area - residents close to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It's NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents' views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3 Pg 164) states 12,640 new homes over 20 years and LBWV is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space? Also, the housing targets in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Witham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and sustained (not allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they feel is future proofed for them. Delivery of housing targets should not be delivered in such away so as to reduce the number of trees and green spaces in the area.		No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).
Mike Collins				S456 - Chingford Library and Assembly Hall	No	No	No	I do not believe parking for residents has been taken into account		No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Marlene				S456 - Chingford Library and Assembly Hall	No	No	No	Not enough parking - flats/high rise buildings do not fit in with the surrounding area of north chingford.	Redo library/hall if needed; create more parking spaces if available.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Philippa Leggan De Lacroix				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	Can it include an underground car park to alleviate current parking issues? Without car parking provision new dwellings will cause stress to all residents.	Can it include an underground car park to alleviate current parking issues? Without car parking provision new dwellings will cause stress to all residents.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Douglas Chamberlain				S456 - Chingford Library and Assembly Hall	No	No	Yes	The site is an established community site with library and performance and gathering space and must be maintained. The site is inappropriate for dwellings. The site should remain no higher than the buildings opposite (max 3 floors). Sunlight to the green must not be hindered. Should any dwellings be permitted, they must have the option to register vehicles at this address.	The site is an established community site with library and performance and gathering space and must be maintained. The site is inappropriate for dwellings. The site should remain no higher than the buildings opposite (max 3 floors). Sunlight to the green must not be hindered. Should any dwellings be permitted, they must have the option to register vehicles at this address.	No	-	The site allocation requirement ensures the reversion of the library in the new development.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Nargis Bevan				S456 - Chingford Library and Assembly Hall	No	No	No	Getting rid of the library in the area will impact our suburban community negatively.		No	-	The site allocation requirement ensures the reversion of the library in the new development.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Dalrose Khan				S456 - Chingford Library and Assembly Hall	No	No	No	This is the council wanting to expand housing with any sites that are available without thinking about the wider community. The library is a hub for the north Chingford community and one of the best located in the Chingford area.	To use half of the building but keep one half for library and community use.	No	As it directly affects my property	The site allocation requirement ensures the reversion of the library in the new development.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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Miklos Sag				S456 - Chingford Library and Assembly Hall	No Response	No	No Response	The Chingford Library and Assembly Hall is an iconic building, part of the heritage of North Chingford. The proposal is excessive, high rise and over-development which will change the very nature of our local area in North Chingford. I believe, this proposed development will also put more demands and pressure on local infrastructure and services, such as schools, doctors, utilities which will have a negative impact on the local' lives.	Keep Chingford Library and Assembly Hall as is, and do not proceed with redevelopment.	No	-	The site allocation requirement ensures the reposition of the library in the new development. The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Gloria Jones				S456 - Chingford Library and Assembly Hall	No	No	No	This is a gross overdevelopment of the Green, there is not enough parking as it is without more flats. This is a village area not a high rise area.	cancel plans	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Sally Payling				S456 - Chingford Library and Assembly Hall	No Response	No	No	Legally compliant? Like I guess, the majority of people I am not legally trained so have no idea (as you are without a doubt well aware).  Unsound? Absolutely. A high rise development would be totally out of character with the surrounding conservation area, historic buildings and the role Station Road plays as the gateway to Epping Forest. Also it doesn't take much intelligence to understand the extreme pressure 30 households would put on local schools and doctors' surgeries as well as the continuing problem of parking.  Duty to co-operate? I think not. As the pandemic abates (we hope) more time to face consultation on these matters need to be arranged as there are many people who are unable or unwilling to fill in this type of frankly off-putting form.	Duty to co-operate - a meaningful consultation accessible to all.  Unsound - little thought has been put into the impact this development would have on all the aesthetics of the surrounding historic space by parking (i) the pressure on schools and GP surgeries. There is no doubt that the supply of safe, affordable housing nationwide is at a critically low level. I can see that we, the residents of Chingford, need to free up space to help solve this problem. However, 30 units on this site is a nonsense. Any development should be curtailed to 3 storeys. The community hub on the ground floor should contain a well stocked library, large assembly space and smaller meeting rooms. I agree with previous comments that a cafe is hardly a priority in Station Road!	No	-	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:
Cheryl Tagge				S456 - Chingford Library and Assembly Hall	No	No	No	Place of study for several kid's won't be appropriate to move. I attend the library a lot and the next closest library would be in redbridge in woodford. A very long distance by public transport. Stop trying to run several kid's futures.	Unacceptable	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S456 - Chingford Library and Assembly Hall	No	No	No	All new homes obviously house many new residents but no provision is ever made for new schools or doctors surgeries. It is hard enough to get a preferred school or doctors appointment already. This view applies to all new development in Chingford.	Provide new schools or extended school places and doctor's practices.	No	-	The local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Sean Fuller				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.

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Martin Collett				S456 - Chingford Library and Assembly Hall	No Response	No Response	No Response			No	-	This response is noted.
Caroline Grant				S456 - Chingford Library and Assembly Hall	No	No	No			No	-	This response is noted.
Louise Paul				S456 - Chingford Library and Assembly Hall	No					No	-	This response is noted.
				S456 - Chingford Library and Assembly Hall	No							This response is noted.
Linda Wells				S456 - Chingford Library and Assembly Hall	No	No	No			No	-	This response is noted.
Nick Mooney				S456 - Chingford Library and Assembly Hall	Yes	Yes	Yes			No	-	This response is noted.
										No	-	

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				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
David John Anderson				S456 - Chingford Library and Assembly Hall	No	No	No	crime to change the face of chingford	leave alone.		simply to judge	This response is noted.
Len Ferguson				S456 - Chingford Library and Assembly Hall	No	No	No			Yes		This response is noted.
				S456 - Chingford Library and Assembly Hall	No	No	No			No		This response is noted.
Bill Wright				S456 - Chingford Library and Assembly Hall	Yes	Yes	Yes					This response is noted.
				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
Amanah				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
Cal				S456 - Chingford Library and Assembly Hall	No	No	No					This response is noted.
Tarena Antonio				S456 - Chingford Library and Assembly Hall	No	No	No	You are ruining Chingford		No		This comment is noted.
Jason				S456 - Chingford Library and Assembly Hall	No	No	No	I would love to put the detailed and eloquent responses that perfectly articulate how these plans are out of keeping with the area (especially this conservation area), aren't the type of housing required and just plain aren't necessary.  However after witnessing the utter incompetence and illegal behaviour of LBDF during the mis-labelled 'consultation' and the subsequent farcical implementation that ruined the Walthamstow Village area. All whilst introducing traffic chaos and subsequently increasing pollution (along with the high risk developments on every single car park and available space.  So I'll opt for the comment earlier... You're corrupt, incompetent and operate illegally. You should be ashamed of yourselves.		No		Response noted.

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				S456 - Chingford Library and Assembly Hall	Yes	Yes	Yes					Included	
Rebecca Boylen				S456 - Chingford Library and Assembly Hall	No	No	No	Lack of additional infrastructure for additional inhabitants - surgery schools shops parking - everyone of these flats has the right to have a car and there is no parking associated with these flats and not enough disabled parking either. The flats are not of character with the rest of suburban Chingford. The green will be used by many more people and will lose its character.	Less flats, more parking more sympathetic drain and not as high rise		-	-	
Stuart Mecklenburg				S457 - North City Auto's Chingford	No Response	No	No Response	Not in keeping with local character. Changes a predominantly low rise area and impacts views and skyline. Parking needs ignored and effectively excludes those who need their own transport for work or due to age or other circumstances. Not positively prepared.  Not Effective: No additional infrastructure planned to cope with the totality of developments S455-58  Not consistent with regional/national policy Borough's plans greatly exceed targets. This development adversely affects local views and harm the settings of surrounding buildings. Any proposal of more than 3 stories would not meet policy 29 of the London Plan	Keep developments of the same height and as close to character as possible with surroundings. Make facilities on site suitable for a diverse demographic and their needs rather than a wealthy elite of how people should be made to live.	No	Not necessarily me but certainly representatives of the affected local community who seem under represented in these planning decisions	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy 22 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets, in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.  This Local Plan should be flexible and able to be monitored.  The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPP should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.	
John Hugg				S457 - North City Auto's Chingford	No Response	No	No	Legally compliant how do I know - the plan sound the duty to cooperate what is that please explain	"No as LWPF should be seeking to preserve the 'Local Character' of the area - residents choose to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats, and urbanise the area which is the gateway to the forest.  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 p. 364) states 12,640 new homes over 20 years and DPP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, why is there pressure on local councils to build so many more houses?  Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to reduce housing development in London and the South-East and more in the North as part of the levelling up programme.  The majority of new properties are flats, the feedback has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and assumed (not just allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they feel is future proofed for them.  Delivery of housing targets should not be delivered in such ways as to only provide minimum standards and should be sequenced in such that development overflows existing residential areas to the detriment of existing residents or adversely affects the character of areas which are valued by existing residents. Land optimisation should also be considered in the context of the delivery of housing targets."	"No as LWPF should be seeking to preserve the 'Local Character' of the area - residents choose to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats, and urbanise the area which is the gateway to the forest.  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 p. 364) states 12,640 new homes over 20 years and DPP is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, why is there pressure on local councils to build so many more houses?  Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to reduce housing development in London and the South-East and more in the North as part of the levelling up programme.  The majority of new properties are flats, the feedback has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and assumed (not just allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they feel is future proofed for them.  Delivery of housing targets should not be delivered in such ways as to only provide minimum standards and should be sequenced in such that development overflows existing residential areas to the detriment of existing residents or adversely affects the character of areas which are valued by existing residents. Land optimisation should also be considered in the context of the delivery of housing targets."	Yes	To see what your intentions are and to argue against development	The robust measures proposed to both avoid and mitigate any recreational harm to the Epping Forest SAC, primarily through the provision of Suitable Alternative Natural Greenspaces and financial contributions to fund the Strategic Access Management and Monitoring (SAMM) strategy, have been developed in consultation and collaboration with Natural England, the City of London Corporation (conservators of Epping Forest) and Lee Valley Regional Park, all of whom have expressed support for the work Waltham Forest have undertaken (see joint letters at LPE4, LPE4 and LPE42). Natural England are clear that they agree with the conclusions of the HMA and consider the Plan sound on the basis of the well considered and detailed evidence and strategies produced and the monitoring indicators proposed. For further detail, please see the Statement of Common Ground with Natural England at LPE4 and LPE42.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and is close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density, the preparation of the Site Allocation Document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  In Local Plan Part 1, Policy 22 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will be granted unless robust justification is provided the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
Mike Chrimes				S457 - North City Auto's Chingford	No	No	No	It is unclear from the online site allocation consultation what signification the plan is intended to comply with, for that reason it is difficult to see how my submission from a member of the public, as opposed to a planning professional, can judge the right compliance. That suggests the consultation is flawed.  Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Other valid objections or suggestions for amendment to the plans may be rejected for failing to comply with rules that are not transparent to consultees.  Consultation on the site allocation (LP2) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LP1) for 2020-2035. This has coloured the views of many attending the other online consultation meetings, and made it difficult to separate views on the main plan from the specific suggestions. At times it has been difficult to determine the status of meetings which have been followed by political point-scoring, while others have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.  One would say however that a system of consultation partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had significantly low numbers, represented by the number of attendees allowed, or have been difficult to get into online.  In general however it has been apparent both from LP1 and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 2000 homes pa. While LWPF has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop affordable sites, it is not clear that all sites selected for housing development in the Borough will meet increased housing need. More	It is suggested that until master plans are developed, through consultation, for the main centres identified in LP1, consultation on individual sites is paused.  With reference to site S457 the chief officer in a bullet point order is to provide 30 homes. It is unclear whether this is justified alongside the loss of local employment occasioned by the development, despite the commitment to non-residential floorspace.  This site is one of a number of "grey" motor vehicle sites considered for development. The borough's strategic objectives refer to the provision of a variety of employment opportunities. Individually this might not represent a great loss of flexibility or vehicle related employment, but there needs to be holistic view of the demand for such sites across the area, which is far more motor vehicle dependent than southern Waltham Forest.  The development guidelines refer to enhanced pedestrian and cycle connectivity, but no routes are indicated on the planning map. This issue should be addressed.  The guidelines refer to minimising access to Epping Forest SAC. In reality this site is close to Epping Forest, and pedestrian and cycle access is improved off-site via footways. Appropriate development here could help address this.	Yes	I do not feel the online consultation enabled attendees to participate fully in the time frame allowed	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Fact finding: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to; and - Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.  This Local Plan should be flexible and able to be monitored.  The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPP should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan, Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.  Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination through the planning application process.	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ian Connor				S457 - North City Area's Chingford	No	No	<p>I do not believe that the plan fulfils the legal duty to remedy the development needs of their area, align growth and infrastructure, improve the environment mitigate climate change (indicated by making effective use of land in urban areas) and adapt to its effects (National Planning Policy Framework, page 6).</p> <p>This is because we dont believe that the plan meets the definition of "Sound from the National Planning Framework, paragraph 35. This program of identification priorities housing above as to the significant detriment of the environment, local business, and the conservation area.</p> <p>It does not fulfil the Councils duty to be sustainable, in the following ways:</p> <p>11 It is not economically sustainable</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 344) states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target.</p> <p>The plan does not "positively and proactively promote economic growth. Whilst we need new housing, we need development that reinforces the unique character of North Chingford in order to draw visitors and economic prosperity, rather than homogenising the area through heavy tower blocks. North Chingford is a suburban not urban. This location is particularly adjacent to forest land, North Chingford is the Gateway to Epping Forest. The Conservation of Epping Forest are far from impressed with the current plans for urbanisation of the area and its detrimental effect on the forest and its environment.</p>	<p>See above. Low rise housing only ( certainly no more than 3 storeys) The effect of this and other developments on the local residents, and the local environmental impacts need to be addressed in more detail. A no point has this process left a genuine consultation just a "going through the motions exercise. The detrimental effect on local residents (unsightly high rise, parking issues) and environment (on the edge of the forest) would be seen outweigh the benefits.</p>	No	-	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1264 per year) based on a London-wide assessment of capacity/available sites in 2021/78. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA), will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Anthony G Thorne Lip				S457 - North City Area's Chingford	No	No	<p>The question falls to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 33 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 38(1).</p> <p>11(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are:</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emission Waste Plant which results in higher than normal/infant mortality rates and even though they state the new larger plant will be more efficient then will still be emissions. Although they suggest these have not be removed do have my doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LUZ zone and downwind of the east meaning that will be the first area to pick up the extra CO2 and NO2 from vehicles avoiding the LUZ charge. But the rest of the area will also be subject to these increases and the proposed quiet the natural air flows possibly result in pockets with even higher concentrations.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. In 2018 it was realised in the 2021, that people needed space and how Towns were built with narrow developments and narrow areas. This has created a build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.</p> <p>If we took in the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In 2018 it was realised in the 2021, that people needed space and how Towns were built with narrow developments and narrow areas. This has created a build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.</p>	No	Because there are too many unanswered	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new diversity of operation, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through a s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Lloyd Parkinson				S457 - North City Area's Chingford	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with affordable housing, no parking provision, this will disadvantage other people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, bright/light, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life, etc. Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.</p>	<p>Shortage of doctor, hospitals, dentists, schools, demands on the roads, the effects on the quality of life</p>	No	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1264 per year) based on a London-wide assessment of capacity/available sites in 2021/78. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,800 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this planning submission and review, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>	
Yvonne Sanders				S457 - North City Area's Chingford	No	No	<p>Is the Plan "sound? There are 4 texts at para 35 of the NPPF:</p> <p>Has the Plan been "positively prepared? This means providing a strategic vision, as a minimum, seeks to meet the area objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is in the area and is consistent with achieving sustainable development.</p> <p>The LBWF should be seeking to preserve the "local character" of the area - residents chose to move to Chingford &amp; Highgate Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents were being ignored.</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 344) states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space?</p> <p>Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.</p> <p>The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs of the local population.</p>	<p>Ensure that any development is no more than 3 storeys in height due to the location of the site so as not to "obscure" the forest so that it does not cut on the view of the forest, as per Policy 6 of the London Plan.</p>	Yes	I wish to have the opportunity to explain why the Councils proposed developments are not suitable.	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new diversity of operation, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S427 - North City Aurb's Chingford	No	No	No	<p>I do not believe that the plan fulfils the legal duty to meet the development needs of their area, align growth and infrastructure, improve the environment mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (National Planning Framework, page 6). This is because I don't believe that the plan meets the definition of 'Sound' from the National Planning Framework, paragraph 35.</p>	<p>The current plans do not appear to take into account the concerns of major neighbouring landowners (City of London Corporation) or the difficulty that Epping Forest District Council has had in obtaining any planning permission since 2018 for developments due to negative impact on the Epping Forest Special Area of Conservation. The neighbouring borough of Enfield is building vast numbers of new flats/homes close to the boundary of ERFW, a very short distance from Chingford and Highams Park.</p> <p>Any development of over 3 stories in North Chingford, and specifically so close to the Chingford Plain, would not meet the criteria of Policy D9 of the Local Plan. The local plan is not consistent with regional and national planning policy, which states that:</p> <p>All Tall buildings should only be developed in locations that are identified as suitable in Development Plans.</p>		-	<p>The Local Plan requires that all new developments should deliver high quality design that is responsive to the local character of an area. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Study recognises the impact that development can have in conservation areas and advances a sensitive approach.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the Identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Andrew Fearon				S427 - North City Aurb's Chingford		No		Too many houses too little parking Height not compatible with area			-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Andrew Fearon				S427 - North City Aurb's Chingford				Too many houses too little parking Height not compatible with area		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>
Paul Wellard				S427 - North City Aurb's Chingford	No	No	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>		No	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Abigail Woodman				S437 - North City Auto's Chingford	Yes	No	Yes	Waltham Forest Council quite rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. And in the south of the borough, access to the marshes is being used to support intensive development. In contrast, in the north of the borough, developments must be designed to "minimise access to Egging Forest and "mitigate for urban effects to ensure no adverse effect on the Egging Forest SAC. Protecting Egging Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Egging Forest SAC is done by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.		It is essential that green spaces have a voice at the table during the examination hearing sessions.	The SANG strategy will be delivered as part of the Local Plan to ensure the spaces identified within it see improvements as development comes forward.  The Borough's Local Plan has a policy on protecting and enhancing the environment that has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  These robust measures proposed to both avoid and mitigate any recreational harm to the Egging Forest SAC, primarily through the provision of Suitable Alternative Natural Greenspaces and financial contributions to fund the Strategic Access Management and Monitoring (SAMM) strategy, have been developed in consultation and agreement with Natural England, the City of London Corporation (conservators of Egging Forest) and Lea Valley Regional Park, all of whom have expressed support for the work Waltham Forest have undertaken (see joint letter at LP42, LP41 and LP42). Natural England are clear that they agree with the conclusions of the HRA and consider the Plan sound on the basis of the well considered and detailed evidence and strategies produced and the monitoring indicators proposed. For further detail, please see the Statement of Common Ground with Natural England at LP44 and Natural England's response to the Inspector's Further AMO, dated 23rd January 2023.
Alicia Goulter				S437 - North City Auto's Chingford	No Response	No	No Response	The plan has not been positively prepared since it does not seek to preserve the local character of the area. Chingford is a low rise suburb that forms a gateway to Egging Forest, as such it is NOT appropriate to allow tall buildings to be built in the area. This site is adjacent to the entrance to Egging Forest. The only way to fit 30 dwellings into such a small space would inevitably lead to a building of several storeys high.  LBWF is seeking to build more new homes (27,000 by 2035) than required by the London Plan (Fig 3.7g, 3.64). Housing targets should not be met by only providing minimum standards such that the development overruns existing residential areas to the detriment of existing residents or adversely affects the aesthetic and historic character of areas.  The plan is not consistent with Regional and National planning policy since LBWF is intending to build many more homes than the London Plan requires - see paragraph above. The London Plan states that tall buildings should only be developed in locations that are identified as suitable, a site within a few meters of the edge of the forest is clearly not suitable for even a moderate tall building as it would totally dominate the landscape. The plan states that proposals should take account of and avoid harm to, the significance of London's heritage assets, this proposal does the opposite.	The maximum height of any development on the site should be no more than 3 storeys this should be stated on the local plan rather than around 30 new homes. The number of new homes should be reduced.	Yes	-	Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2023/18. The original draft London Plan figure was equivalent to approx. 1,400 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intentionality Study (2020). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.
Mrs Geraldine Fordall				S437 - North City Auto's Chingford	No	No	No	This process is far too officious - it risks excluding residents from being heard. I am not a highly qualified person. I am applying as a long term resident of Chingford Green Ward. I consider all Local Plan sites in North Chingford to be unsound. In the case of the North City Autos, Chingford, consider this to be a wholly inappropriate oversized and over-tall development given its position in close proximity to Egging Forest and Chingford Meadows. It is a listed building. Such a development will contribute significantly to the character of Station Road, North Chingford and the gateway to Egging Forest, and rob it, of its semi-rural feel and character for both residents and visitors alike. This proposal can not be considered "sensitive, as it would be a significant overdevelopment, unlike the current building on the site, which is low and set well back from the road.  Chingford is suburban with the North Chingford area, in particular, having a semi-rural feel, which is much loved by residents and visitors. The area is mainly 2/3 story residential buildings, and as such, the proposed development for the North City Autos, Chingford site, would visually overwhelm and overwhelm the site, currently occupied by a modest sized business with forecourt. It would urbanise the site and contribute to further urbanising of the semi-rural neighbourhood. It is an entirely unsuitable proposal for a suburban area, adjacent to Egging Forest, with a Conservation Area at the other end of Station Road.  My family and I choose to live in North Chingford because of its low rise, open, village feel / semi-rural character. The LP will destroy everything that makes our local community special and unique - and the Council refuse to listen. As with all other sites in the North Chingford area, the LBWF is ignoring the views of local residents and their wish to keep the practices character of North Chingford intact. Whatever happened to the mantra "Residents First".	I am a local resident - I am not equipped to say why my suggestions would make the LP highly compliant and sound.  LBWF needs to listen and engage more with its residents/local community and acknowledge there are other ways of doing things instead of ignoring them and ploughing on with their proposals regardless, as we have done in the case of the LP North Chingford sites - it makes residents feel totally powerless.  Reduce the number of proposed homes contained in the LP to the required number only and remove highly sensitive sites such as the North City Autos, Chingford site. Bring back empty domestic properties around the borough into use through a programme of refurbishment. Reopen the Chingford Green Conservation Area and restrict any development in suburban neighbourhoods, to less dense, low rise - no more than 3 stories.  Only use site specific high quality, aesthetically pleasing design, respecting local character, architecture, and history for sensitive proposals such as North City Autos, Chingford and Chingford Green and any nearby developments adjacent to forest boundaries, unlike the ugly concrete and glass box buildings with balconies which are springing up around the borough.  Include a better mix of housing in the 10 - houses, maisonettes and bungalows, with gardens - not just studios, soul-less flats. Provide parking for each and every home and all necessary requirements / amenities such as school places, public transport, and healthcare.	No	-	Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2023/18. The original draft London Plan figure was equivalent to approx. 1,400 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.  The Local Plan requires a character-led approach to intensification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intentionality Study (2020). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.
-				S437 - North City Auto's Chingford	No Response	No	No Response	Overdevelopment in a sensitive area adjacent to Egging Forest	Change use to amenity space more appropriate for its location adjacent to Egging Forest	No	-	The Council is committed to playing its part in tackling the housing crisis. The Borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of houses to give the Council the best chance of taking the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.  The Borough's Local Plan has a policy on protecting and enhancing the environment that has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Hugg				S457 - North City Auto's Chingford	No	No	No Response	I would want to see exactly what is being proposed there it is the gateway to the forest and should be in keeping with that max height 3 storey, car parking, disabled parking? Charging points etc.? What about the jobs lost at the garage?	As above a controlled height space with adequate parking		To see what your intentions are and to argue against over-development	<p>Through the evidence published in the Character Intensification Study, sites are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.105 planning obligation.</p>
Brian O'Leary				S457 - North City Auto's Chingford	No Response	No	No Response	I believe the proposal to be unsound for the following reasons: 1. In LP1 Policy 2 "scale of growth", has an overly ambitious target for homes in the borough, i.e. 27,000. This is 14% higher than the London Plans recommendation. I have argued elsewhere that this figure has not been justified and is probably flawed; however, this is what crosses the 0-2 site proposals regarding scale and intensity. 2. Whilst not quite adjacent to Epping Forest this site is within 100m or so. The scale will not in my view be a very welcoming sight upon entering Station Road Shopping Centre of North Chingford, nor would it be a satisfactory addition to visitors of Chingford Park and Forest. 3. The site is adjacent to a row of popular restaurants and bars which, particularly on weekends, holiday periods and major sporting events are very busy and noisy. Residents of the flats are therefore likely to suffer a loss of amenity. 4. Epping Forest & Commons Committee rightly have concerns "... 4.4a allocations within 500m of Epping Forest and the EFASC. Of particular concern to the Conservators are the proposed residential developments within 500m of the Forest boundaries in general, as well as the SAC in particular. We consider that the site allocations choices, densities and design must be modified at the Regulation 19 stage, and in the submission Local Plan itself, to protect the character of Epping Forest and ensure a more clearly outstanding edge between dense urbanity and the Forests natural aspect. This is particularly important in North Chingford and Leytonstone, as discussed below, but needs to apply to all place-making within 500m of Forest edges, including to historic green lanes." Also "...In the Submission Local Plan (LP2) Policy EFC, in demanding 'Project-level' WFCs for developments in this zone, there is a recognition that urbanisation effects may lead to adverse impacts on the SAC, however, we would also add that for such sites within a short walking time of the Forest, it is very difficult to mitigate the impacts of recreational pressure. Also, frequency of visits to the Forest from such close allocations are likely to be high and will be a significant factor in this regard." No Effective: No additional infrastructure planned to cope with the totality of developments S455-58 Not consistent with regional/national policy: Borough's plans greatly exceed targets. This development adversely affects local views and harm the setting of surrounding buildings. Any proposal of more than 10 stores would not meet policy of the London Plan	A more appropriate development for this location would be leisure and hospitality sector businesses, including short stay hotel accommodation, or further civic or community facilities. Whatever the replacement proposal, mass and height need to be looked down. The current site is occupied by North City Autos. The building has a 2 storey equivalent height and is set back from the road with ample space around. This type of density and shoulder height complements the context and should be maintained.	Yes	To ensure my representations obtain a full consideration	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: • Research/Findings: the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area; and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
Jane Kennebun				S457 - North City Auto's Chingford	No Response	No	No Response	This is not in keeping with the local character. It changes a largely low rise area and impacts views and skyline. Parking needs have been ignored and includes those needing their own transport for work or due to age or social circumstances. Not positively prepared. No Effective: No additional infrastructure planned to cope with the totality of developments S455-58 Not consistent with regional/national policy: Borough's plans greatly exceed targets. This development adversely affects local views and harm the setting of surrounding buildings. Any proposal of more than 10 stores would not meet policy of the London Plan	Developments should be of the same height and as close to character as possible of their surroundings. Facilities on site should be suitable for a diverse demographic and their needs and not change the character of the neighbourhood	Yes		<p>The Local Plan requires a character-led approach to characterisation, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy P2 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base including: • Research/Findings: the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area; and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p>
Tom Wise				S457 - North City Auto's Chingford	No	No	No	WFC need to protect jobs. This end of Station Road needs to remain low rise low density to protect the forest aspect.	Leave well alone	No	Because WFC consistently ignore local resident views in Chingford. They seem to want to generate us for electing the wrong MPs.	<p>This response is noted.</p>
Helen Chilvers				S457 - North City Auto's Chingford	No Response	No	No	I do not believe this will be a sensitive development - the only flats this close to Epping Forest should be low rise in a traditional style in keeping with the local architectural style.		Yes		<p>Through the evidence published in the Character Intensification Study, sites are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFASC)</p>
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Richard Iles				S437 - North City Auto's Chingford	No	No	No	I would probably be happy with this development if I could be confident that the design and height would be in keeping with the nearby heritage/historic buildings but I suspect it will not be.	Low rise buildings which are in keeping with the nearby historic buildings e.g. Chingford Station and Forest Avenue residences which have associations with The Epping Forest Act in the 19th Century.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>In Local Plan Part 1, Policy 72: Designated Heritage Assets, There is a strong presumption on the favour of retention and enhancement of Designated Heritage Assets such as Grade II listed buildings and their settings as their retention helps to secure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset in the borough.</p>
Kathryn Connor				S437 - North City Auto's Chingford	No	No	No			No	-	This response is noted.
Miguel Loureiro				S437 - North City Auto's Chingford	No	No	No	Why are you looking to build in an area that is often congested with traffic, where there are not enough schools, not enough GPs and not enough dentist? I am a resident and I don't believe residents were consulted about any of the proposed developments in North Chingford.	Why are you looking to build in an area that is often congested with traffic, where there are not enough schools, not enough GPs and not enough dentist? I am a resident and I don't believe residents were consulted about any of the proposed developments in North Chingford.	No	I'm a resident so I feel I should have a say in what happens to my neighbourhood	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Louise				S437 - North City Auto's Chingford	No	No	No	My understanding, The garage is re-branding to a new car brand but is not set up for sale. Why do we feel it ok to suggest it as a location when its not actually an available proposition and the garage is a local asset bring people into the area?  The golf course is on the very edge of a natural area / Epping Forest / Chingford Plains is by no means a site to build on. This will be a complete idea and ruin a bit of natural beauty. Not to mention the traffic and issues with parking, doctors, schools and other services.  I didnt complain about the library site. However, these developments are one step too far.	Dont build on a historic site of natural beauty Dont remove a garage which services an area and brings new people to Chingford who therefore spend and bring revenue to the area	Yes	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>

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Lambros Poulas				S437 - North City Auto's Chingford	No	No	No	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Helen Chivers				S437 - North City Auto's Chingford	No Response	No	No	The new building should be no higher than 3 storeys and should be in a traditional style in keeping with the other buildings in Station Road. This is the gateway to the Forest so should be architecturally sensitive and of a design which will enhance the area. No one wants to come leave the station and be greeted by an ugly view before they arrive at the forest.	The new building should be no higher than 3 storeys and should be in a traditional style in keeping with the other buildings in Station Road. This is the gateway to the Forest so should be architecturally sensitive and of a design which will enhance the area. No one wants to come leave the station and be greeted by an ugly view before they arrive at the forest.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p>
Lynn Ferguson				S437 - North City Auto's Chingford	No	No	No	There have been no meetings or events that enable non-computer literate residents to participate which discriminated against many groups including the elderly and those with only verbal English. The proposal is part of plan that exceeds the government building requirements and is in any case no up-to-date with respect of Covid/Brexit changes to requirements.	Proper consultations with all local residents instead of the current lip service.	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Council-ill cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Susan Doyle				S437 - North City Auto's Chingford	No Response	No	No	No response so no comment required	"SENSITIVE BOUNDARY" says it all. If 30 new homes are built here, they shouldn't have any window on this boundary so the homes on Forest View do not have a problem with "Privacy". Also, if built, where will the homeowners park their cars, if you believe they can park in Forest View, where will the commuters park?	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Stephen Doyle				S437 - North City Area's Chingford	No Response	No	No	N/A	"SENSITIVE BOUNDARY" says it all. If 50 new homes are built here, they shouldn't have any windows on this boundary so the homes on Forest View do not have a problem with "Privacy". Also, if built, where will the homeowners park their cars, if you believe they can park in Forest View, where will the commuters park that travel from Chingford Station?	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
-				S437 - North City Area's Chingford	No Response	No	No	Wholly inappropriate overdevelopment in a sensitive area adjacent to Chingford Plains that will set a dangerous precedent for future developments.	Re assign use to amenity space for local residents and visitors to Chingford Plains to promote ESG agenda in the area	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
Andrew Fearon				S437 - North City Area's Chingford	No	No	No	The local area has a shortage of facilities (Doctors/Hospitals/schools etc) close. The local authority is restricting parking spaces when we need more and there will probably be little parking onsite for those homes thus taking the minimal nearby parking away from the current residents. The addition of masses of extra homes will have a severe detrimental effect locally.		No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Sae Cooper				S437 - North City Area's Chingford	No	No	No	Chingford is a great place to live because of the space and 'sky'. High Rise is getting to be local community and creates a closed in feeling, have advantage of being by forest, only to high rise everything, totally disagree with plans	Low rise development only	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p>

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Marcella Byrne				S437 - North City Auto's Chingford	No Response	No	No		If this site is developed as houses this is going to add more traffic and issues at this area of station road. This area is a high area at certain times of day with the junction of Beaufort Road. Traffic build up, cars can turn out of Beauford and it is quite unsafe to cross as a pedestrian. Adding housing here will just add to the chaos and safety issues.		-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>	
Laura				S437 - North City Auto's Chingford	No	No	No	This area is right near access to Epping forest and few that it will ruin the views across Epping forest by building more houses along there. There is barely any room for parking around here so I do not know where any new residence will be parking and there is already pressure on the schools and doctors surgeries with the number of residents in the area already.	Not to build on the area as it will affect the views and structure near the forest	No	-	<p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the Identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>	
Karen Palmer				S437 - North City Auto's Chingford	No	No	No		Such a development does not fit with the surroundings. High Rise intensive housing so close to Epping Forest is damaging to the outlook and environment and will destroy a beautiful area. To think that this will be car free is utter madness and the extra population and traffic will have an environmental impact. There is no provision for extra schools, health care facilities, infrastructure to cope with the increased number of residents that are proposed and in actual fact the only hospital in the borough is being made smaller.		No	-	<p>The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,046 new homes (1,506 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,880 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,812 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).</p>
Steven Montgomery				S437 - North City Auto's Chingford	No Response	No Response	No Response	Thank you for setting out how you propose to redevelop this site. The location is a perfect opportunity to redevelop into homes. Residents in these new homes will be able to live on a thriving high street, be within 10 minutes of Liverpool Street station, and enjoy living right next to such a beautiful forest. Incredible! It should be clear already but perhaps it's worth saying, residents at these new homes don't need a car. I am happy to say that not everyone in Chingford is obsessed with cars. In fact, the current site as a car garage, at the end of a high street, next to a forest, is completely unsuitable for the modern world. We need to stop putting cars before people, especially in relatively high density areas. The redevelopment of this site into homes is a good start.	Please don't build a block of really horrible flats. I'm sure you can think of something that's actually good. There are some good new builds in other parts of Waltham Forest like Wood Street and Walthamstow.		-	<p>This response is noted.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centre, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>	
Raymond Muffat				S437 - North City Auto's Chingford	No	No	No	The council is pressing ahead without proper consultation blaming Covid for this and totally ignoring the objections of local residents about the unsuitability of their plans for North Chingford and the surrounding areas.	This development takes no account of the style and characteristics of the area, especially as it is so close to Epping Forest. The plans should be in keeping with the style of the area and the location and need to be drastically scaled back.	No	-	<p>The Local Plan requires a character-led approach to identification, including building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach.</p> <p>This response is noted.</p>	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S427 - North City Aun's Chingford	No	No	No	More new accommodations, many more occupants no new facilities Le schools doctors practices.	new schools more doctor's practices	-	-	The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Gloria Jones				S427 - North City Aun's Chingford	No	No	No	High rise flats are not sympathetic to the surrounding area. This is a suburb area not a town centre	Cancel plans	-	-	This response is noted.
David John Anderson				S427 - North City Aun's Chingford	No	No	No	ruin the face of chingford.	something else	-	simply to judge	This response is noted.
Jason				S427 - North City Aun's Chingford	No	No	No	I would love to put the detailed and eloquent responses that perfectly articulate how these plans are out of keeping with the area, aren't the type of housing required and just plain aren't necessary.  However after witnessing the utter incompetence and illegal behaviour of LBDF during the mini-industry 'consultation' and the subsequent farcical implementation that ruined the Walthamstow Village area. All whilst introducing traffic chaos and subsequently increasing pollution! Along with the high rise developments on every single car park and available space.  So I'll opt for the comment earlier... You're corrupt, incompetent and operate illegally. You should be ashamed of yourselves.		Yes	-	This response is noted.
David Haskelhurst				S427 - North City Aun's Chingford	No Response	No	No Response			No	-	This response is noted.
Cat				S427 - North City Aun's Chingford	No	No	No			No	-	This response is noted.
-				S427 - North City Aun's Chingford	No	No	No			-	-	This response is noted.
Tim Hancock				S427 - North City Aun's Chingford	No Response	No Response	No Response	[Strongly Object to this exploitation (Development implies something justicible and THIS ISN'T THE CASE, these proposals are simply adding to overcrowding, denigrations to the surrounding environment, negatively affecting the current residents) This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions/cartering on failure to control immigration, and defend the sanctity of the family by previous and current politicians orchestrated by commercial interests, and pushed on the public by propaganda from the media that is propagated by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.  Fundamentally the building of this nature is an unethical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.  The reason this is an obvious attack is: the nature of these developments, are completely void of any substance or virtue related to accommodating or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is vitally impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.  The current proposed developments are reminiscent of the failures that are	Reject based on continued denigration to local community and strain on local services, as pointed out above.	-	This development is another step on the way to creating a dead zone and destruction of a health balanced community, through the method of Salami slicing tactics to dilute current communities. This approach also seeks to compound the destruction of local communities by impacting anyone at breakneck speed, with a contempt for the consideration towards the current people in the vicinity, while it also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, I STRONGLY OBJECT, and I have to understand how the people who profit from it, and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response





Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Anthony G Thorne Lip				S458 - Royal Epping Forest Golf Club	No	No	No	No	<p>The question falls to provide a definition of the laws to which the plan should comply being 'The Town and Country Planning (Local Planning) (England) Regulations 2012.'</p> <p>10. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 55; and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they are to be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 54(1).</p> <p>12(1) 'A local planning authority must'</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the fact that a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are'</p> <p>(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p> <p>(b) such of the following as the local planning authority consider may have an interest in the subject of the proposed local plan:</p> <p>(i) the Environment Agency;</p> <p>(ii) the Highways Authority;</p> <p>(iii) the Local Enterprise Partnership;</p> <p>(iv) the Local Nature Recovery Partnership;</p> <p>(v) the Local Nature Recovery Partnership;</p> <p>(vi) the Local Nature Recovery Partnership;</p> <p>(vii) the Local Nature Recovery Partnership;</p> <p>(viii) the Local Nature Recovery Partnership;</p> <p>(ix) the Local Nature Recovery Partnership;</p> <p>(x) the Local Nature Recovery Partnership;</p> <p>(xi) the Local Nature Recovery Partnership;</p> <p>(xii) the Local Nature Recovery Partnership;</p> <p>(xiii) the Local Nature 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Partnership;</p> <p>(xlvxxxxxxxix) the Local Nature Recovery Partnership;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Epping Forest Road which results in higher than normal infant mortality rates and even though they state the new larger plan will be more efficient there will still be emissions. Although they suggest these have not been removed I do have doubts as well there are others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning those will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. The rest of the area will also be subject to these increases and the proposed speed the natural air flow possibly result in pockets with even higher concentrations.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent covid pandemic showed that areas of high density living allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960s tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now label as anti-social behaviour, and mental health problems. In this it was realised in the 1920s that people needed space and new towns were built with green space and open areas. This also shows the importance of green space and open areas. God knows what the Corporation of London think about it??</p>	Yes	Because there are too many unanswered questions	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
John Hugg				S458 - Royal Epping Forest Golf Club	No	No	No	No	<p>A totally inappropriate development on the edge of the Forest has to believe that this is a serious plan. That area is the gateway to the forest is totally out of character and will impact on the forest. It is not a residential area and possibly a like development on the other side of the road? more flats more traffic more problems with infrastructure water, gas, electricity sewage charging points electrical distribution etc etc. And what happens to the leisure facilities you are going to stop people playing golf?</p>	<p>Leave it as is. We do not need more over development. Infrastructure would need to be improved. Parking would become an issue.</p>	Yes	To see what your intentions are and to argue against over-development	<p>The robust measures proposed do both avoid and mitigate any recreational harm to the Epping Forest SAC, primarily through the provision of Suitable Alternative Natural Greenspaces and financial contributions to fund the Strategic Access Management and Monitoring (SAMM) strategy, have been developed in consultation and collaboration with Natural England, the City of London Corporation (conservators of Epping Forest) and Lee Valley Regional Park, all of whom have expressed support for the work. Waltham Forest have undertaken (see joint letters at LPE4, LPE41 and LPE42), Natural England are clear that they agree with the conclusions of the HMA and consider the Plan sound on the basis of the well-considered and detailed evidence and strategies produced and the monitoring indicators proposed. For further detail, please see the Statement of Common Ground with Natural England at LPE4 and Natural England's response to the inspectors' further MIOs, dated 23rd January 2023.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s136 planning obligation.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Paoline Whitbread				S458 - Royal Epping Forest Golf Club	Yes	No	No	No	<p>1. Has the plan been positively prepared? LBWFF plan for the changes to the area next to the Chingford Plains and Epping Forest not been positively prepared LBWFF has not considered a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities. This means that unmet needs are accommodated where it is practical to do so and is consistent with achieving sustainable development. LBWFF should be seeking to preserve the LOCAL CHARACTER of the area. Residents close to move to Chingford &amp; Highams Park as they are both low rise suburbs. If LBWFF does not agree with this statement then why did you knock down the Chingford Hall Estate as well as the Cathall Estate and replace the streets with housing? This both became ghettos, so why are you considering creating ghettos again? North Chingford and Highams Park are the gateway to Epping Forest. It is totally inappropriate to change the character of the area from low rise suburban housing to tall high rise flats that will be totally unattractive for the windows to the forest. Queen Victoria either Epping Forest to the people and the residents of Chingford have a duty of care in all aspects of ensuring the forest is well cared for as well as the window/gateway to the forest is also appropriate. Waltham Forest intend to totally over develop the area of the Royal Epping Forest Golf Club. The local people felt strongly about it that a meeting was held in St Peter's and St Paul's Church where there was standing room only to object to the proposal. You have now made this document so complicated by response to that it has become a huge challenge to try to complete it. There is a petition of over 6,000 signatures against this high rise development, which will probably grow. The council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.7) 164 sites 22,640 new homes over 20 years and LBWFF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to the Covid pandemic, the number of people living in London is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the pandemic has shown that families want houses with gardens. There should be a good mix of housing and not just flats.</p>	<p>Leave it as is. We do not need more over development. Infrastructure would need to be improved. Parking would become an issue.</p>	Yes		<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would be more piecemeal in nature, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Bamar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the Identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Special Areas of Conservation (SAC), Bamar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The London Plan (2021) sets a 20-year minimum housing target for Waltham Forest of 52,646 new homes (2,632 per year) based on a London-wide assessment of capacity/available sites in 2021/22. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 10,000 homes per year across London.</p> <p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p>
Yvonne Sanders				S458 - Royal Epping Forest Golf Club	No	No	No	No	<p>Has the plan been "positively prepared" This means providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, and that unmet needs from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. This is NOT LBWFF should be seeking to preserve the "local Character" of the area - residents close to move to Chingford &amp; Highams Park as they are low rise suburbs of mostly houses at the very edge of London. The gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats to urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and the council are being tight. The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.7) 164 sites 22,640 new homes over 20 years and LBWFF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to the Covid pandemic, the number of people living in London is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the pandemic has shown that families want houses with gardens. There should be a good mix of housing and not just flats.</p>	<p>A tall building at this site would completely ruin the view of the forest for anyone who approaches it from the direction of Chingford Station, Henry VIII and Queen Elizabeth's. This is an area to watch the hunt and to see this historic view with a 6 storey building would be a travesty. Nothing above 3 storeys should be permitted in this location as per Policy D1 of the London Plan.</p>	Yes	I wish to have the opportunity to explain why the Council's proposed developments are not suitable.	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Brian O'Leary				S458 - Royal Epping Forest Golf Club	No	Response	No	<p>I believe the proposal to be unsound. There is no evidence that the Council has weighed up public harms versus benefits of a 4 storey proposal in its location as it is intended to be contrary to its own LPS Strategic Objectives 16 &amp; 17, Policies 72, 74, 78, 83 as well as the guidance &amp; spirit of Historic England Advice Note 4.5. Whilst recognising 'The nature of the area as an arrival point to the borough and gateway to Epping Forest (3.1.7), it then claims that 'This increase in height would enhance the North Chingford skyline, with the surrounding buildings together and going the streetscape greater definition to the built 'visual harm to the sensitive setting' would be evoked (3.1.6. (Draft Skyline Study 14/21) On the contrary, I submit:</p> <ol style="list-style-type: none"> <li>As it adjoins Heritage Area &amp; SAC: It is out of character and a potential blot on the landscape (Height &amp; scale against spirit of guidance Advice Note 4.5 (4.1), spoiling the aesthetic appreciation of a unique part of the Borough as one enters and leaves Epping Forest.</li> <li>As it is a large element in the Chingford hub proposal, no attempt has been made to take views about how residents view the character of the area. Architectural views about the desirability of the aesthetic symmetry of tall blocks at either end of Station Rd., is merely another subjective view that has not been open to democratic scrutiny by the community. Consultation to date has just been piecemeal, as each looked at in isolation.</li> <li>The building would overshadow the Pines, given the orientation of the sun, with effects on habitat and biodiversity. It seems no studies have been undertaken to predict impact. Not even a Shadowfall Analysis is presented, as shadowing is likely to be particularly significant in winter months.</li> <li>Residents will inevitably occupy car parking space currently used by visitors to Epping Forest, reducing their access.</li> <li>Epping Forest &amp; Commons Committee are facing significant mitigation problems with increased use of Forest due to Covid social distancing and lockdowns have reduced (S21/20). This is likely to continue post-Covid, so a reduction in residential density is necessary to allow the site to be used as a small site and at the same time provide for 'urban greening, tree planting and provision of open space' will mean the development, by necessity, will need to be tall tower block. This would be completely out of character for Station Road, and will impact views of the forest.</li> </ol> <p>To justify such a construction, LBWF need to demonstrate an essential need, which is simply not there. When the proposal to redevelop North Chingford were first made, the LBWF's argument was that these new homes were required to fill LBWF's quota for some larger London plan, presumably originating from County H&amp;L. Furthermore LBWF argued that unless it is operated to fulfil this plan, County Hall would impose a solution.</p> <p>It would be interesting to know the basis of this Greater London Plan, what reason was undertaken and who drew it up. Any research must have been based on 2019 data at the very least, and in all probability on data earlier than that. Furthermore, it almost certainly assumed that any trends observable at the time would continue unabated, and no doubt at a 'worst case scenario' rate.</p> <p>However, London is now a very different place to what it was pre-Covid and pre-Brexit, two major events which have had a corresponding major impact on the need for additional housing. Many former London residents have returned to the EU, and a great many others have moved out of London altogether. In addition, post-Covid many people's work patterns have irrevocably changed; these three factors taken together mean that commuting from London suburbs into Central London is highly unlikely to return to pre-2020 levels (at least in the foreseeable future).</p> <p>LBWF's proposal to build housing without parking spaces is quite unreasonable. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for other people. The area does not have enough infrastructure to cope, such as doctors surgeries. This is already a problem with the existing development and will be substantially worsened and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>Soundness is not possible given the sensitivity of the context. The only remedy is to abandon the proposal.</p>	Yes	<p>To ensure my representations obtain a full consideration</p>	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these duties to either substantial harm or total loss of a designated heritage asset.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Serve Macken				S458 - Royal Epping Forest Golf Club	No	Response	No	<p>LBWF's proposal to build housing without parking spaces is quite unreasonable. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for other people. The area does not have enough infrastructure to cope, such as doctors surgeries. This is already a problem with the existing development and will be substantially worsened and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>Additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>	Yes	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery allocation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>	
Paul Wallard				S458 - Royal Epping Forest Golf Club	No	Response	No	<p>These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for other people. The area does not have enough infrastructure to cope, such as doctors surgeries. This is already a problem with the existing development and will be substantially worsened and schools provision.</p> <p>It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.</p>	<p>If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.</p>	Yes	<p>Residents and other stakeholders were consulted on this document at a draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>	
Mr S P Kullbar				S458 - Royal Epping Forest Golf Club	Yes	No	No	<p>The site is immediately in front of the gateway to Epping Forest with outstanding views which would be ruined by a building large enough to accommodate 40 new homes. The view to the forest (a core of North Chingford's unique characteristics) should be protected at all costs.</p>	<p>Proposed development of the site should not exceed the height of the current building or obstruct view towards Epping Forest from Station Road.</p>	Yes	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>	

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Helen Chivers				SAS8 - Royal Epping Forest Golf Club	No	No	No	I do not agree with building on this site as it is so close to the Green Belt and Epping Forest. 45 homes and other buildings will spoil the view and will make that part of North Chigford particularly ugly.  Buildings should be no higher than the existing buildings on the site.				<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
Lambree Poulais				SAS8 - Royal Epping Forest Golf Club	No	No	No	Too many properties in a short space. Traffic suffers already there and there is no provision for the extra strain on traffic, as well as parking, doctors, dentists, nurseries and local schools.	Too many properties in a short space. Traffic suffers already there and there is no provision for the extra strain on traffic, as well as parking, doctors, dentists, nurseries and local schools.	No		<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP service, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
David Matson				SAS8 - Royal Epping Forest Golf Club	No Response	No	No	The proposals are unsound on three grounds: 1. The housing targets in LP1 remain unproven beyond assertion and diverge from the targets within the London Plan. As such they do not provide a sound basis for housing allocations on individual sites, such as SAS8. On the same grounds, LP1 fails to comply with the Duty to Cooperate with the Mayor's housing targets. 2. The sustainable policy to enable an 15 minute city has been strengthened in LP1. SAS8 is within a multi-function centre with a tourist element. However, SAS8 has not formed part of any master planning of the Station Road area. Instead, each site has remained one of many, in a scatter gun approach that evaluates each site as an individual opportunity site. The community has not been able to shape SAS8 within its context, to suggest uses as part of a wider whole. The Site Allocation is therefore unsound in that it does not reflect this wider consideration within the master planning area. 3. The proposals make no reference to height. Although the Council has made use of skyline studies that have considered proposals up to 6 stories, LP1 is the document, so that the public should be able to understand the implications of development here. At the moment, there is no notification that the site has a potential for height. The site allocation is therefore unsound because the public is not fully informed of the nature of the possible development.	1. The housing targets in LP1 should be revised, justified or revised to the levels set out in the London Plan. Development expectations on individual sites should then be revised. 2. Station Road/ North Chigford should be subject to a master planning exercise to tackle the twin issues of the 15 minute city and the areas closer to it. 3. The Site Allocations potential for height should be part of LP1, to provide the public with fuller information on the prospective development.	I have already sent written comments on LP1, and have been invited to take part in the Examination this February.	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not chosen to be justified. The revised target falls short of the Council's identified housing need of 1,818 new homes per year, as well as the London Plan identified need for 45,000 homes per year across London. Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2021).	
Christopher Palmer				SAS8 - Royal Epping Forest Golf Club	No	No	No Response	A plan to squeeze 45 houses into such a small site cannot be compliant with density and/or height regulations. It is also unsound to propose that the plan will "provide enhanced pedestrian and cycle connectivity" when that connectivity is already perfectly adequate	Dramatically reduce the number of houses proposed to keep the development in keeping with existing neighbourhood in terms of density and height, as well as mitigating its impact on the rural nature of the surroundings	Yes	Because it's clear that those who developed the proposals have no understanding of the current nature of the area!	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2021).</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Christine Shephard				S458 - Royal Epping Forest Golf Club	No	No	No	If this site is to accommodate 45 homes, it will inevitably mean flats, any development of more than three stories will seriously impinge on the important image of the "gateway to the forest" which is contrary to the spirit of the provision of green space for those living in the south of the borough. The image of Epping Forest around the country and farther afield will be damaged.	Any development on this site should be no more than two or three stories, to maintain the long range views of the forest as you leave Chingford Station or approach from Station Road.	-	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Lynn Ferguson				S458 - Royal Epping Forest Golf Club	No	No	No	Too reliant on technology to comment. This is my fifth attempt. No one knows or understands how this system works. Huge portions of the local population are therefore excluded. Put a bullet through residents' doors... or is that too old school and simple.	As above, equal access to all to comment without the frustration of this ridiculously over complicated system.	-	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Lynn Ferguson				S458 - Royal Epping Forest Golf Club	No	No	No	Complete lack of local consultation other than on line methods with no detail or information regarding infrastructure to cope. No sensitivity to sites proximity to green belt.	Minimum infrastructure requirements. Proper consultation with local residents	No	-	<p>This response is noted.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Throughout the consultation period, the council will accept written representations either through the online portal or by email or post.</p>
Stuart Kestevenbaum				S458 - Royal Epping Forest Golf Club	No Response	No Response	No Response	Not in keeping with local character. Changes a predominantly low rise area and impacts views and skyline. Parking needs ignored and effectively includes those who need their own transport for work or due to age or social circumstances. Not positively prepared.  Not Effective: No additional infrastructure planned to cope with the totality of developments S455 - 58  Not consistent with regional/national policy Borough's plans greatly exceed targets. This development adversely affects local views and harm the setting of surrounding buildings. Any proposal of more than 3 stories would not meet policy D9 of the London Plan.	Keep developments of the same height and as close to character as possible with surroundings. Make facilities on site suitable for a diverse demographic and their needs, rather than a wishful desire of how people should be made to live.	No	Not necessarily me but certainly representatives of the affected local community who seem under represented in these planning decisions	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have in conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy 72 - Designated Heritage Assets, there is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new wave of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors will be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: •Research/fact finding: the choices made in the plan are backed up by facts. •Evidence of participation of the local community and others having a stake in the area, and •The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: •Sound infrastructure delivery planning. •Having no regulatory or national planning barriers to delivery; •Delivery partners who are signed up to it; and •Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. •The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to changing circumstances.</p>
Bianca Westwood				S458 - Royal Epping Forest Golf Club	No	No	No	Because the local people do not want residential buildings in that location	-	Yes	-	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>

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				S458 - Royal Epping Forest Golf Club	No	No	No		Just don't do it. The entrance to Epping forest should be left clear of high buildings, I have read through all other plans and whilst the others are particularly appealing I understand that housing is needed. This spot, however is where I believe the line ought to be drawn. I'm sorry that I can't be any more precise than that. I'm not sure why you expect the general public to be able to contribute in such a way.			The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Jason				S458 - Royal Epping Forest Golf Club	No	No	No	I would love to put the detailed and eloquent response that perfectly articulate how these plans are out of keeping with the area, aren't the type of housing required and just plain aren't necessary.  However after witnessing the utter incompetence and illegal behaviour of ERMV during the main 'consultation' and the subsequent farcical implementation that ruined the Walthamstow Village area. Whilst introducing traffic chaos and subsequently increasing pollution! Along with the high rise developments on every single car park and available space.  So I'll opt for the comment earlier... You're corrupt, incompetent and operate illegally. You should be ashamed of yourselves.				This Response is noted.
Tam Wise				S458 - Royal Epping Forest Golf Club	No	No	No	Do you really have to ask why this is inappropriate!	This is adjacent to protected forest land.	No	Because WFC consistently ignore local resident views in Chingford. They seem to want to penalise us for electing the wrong MPs.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).
Helen Chivers				S458 - Royal Epping Forest Golf Club	No	No	No	You should not be building flats so close to the forest which is a beauty spot enjoyed by thousands.	Low rise, attractive traditional style or preferably TO NOT BUILD ANY FLATS AT ALL. Most modern buildings look like ugly boxes and are not in keeping with the local architectural style.	Yes		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).
				S458 - Royal Epping Forest Golf Club	No	No	No	It doesn't provide the housing needed by local residents. Its location makes it valuable to the council.	Build affordable housing as per the brief	No		There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.

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Mrs Geraldine Kendall				S458 - Royal Epping Forest Golf Club	No	No	No	<p>This process is too officious - it risks excluding residents from being heard. I am not a legally qualified person. I am writing as a long term resident of Chingford Green Ward. I consider all local sites in North Chingford to be unsound. In the case of the Royal Epping Forest Golf Club, on Green Belt land and being into a protected green space, consider this to be a wholly inappropriate oversized and over tall development given its position on the boundary of Chingford Plains and Epping Forest. Such a development will subvert the gateway to Epping Forest, and rob it of its rural feel and character and forever spoil views from across the Plains, for both residents and visitors. There is no way this proposal, can ever be considered 'sensitive'.</p> <p>I am alarmed by this attack on green belt, in such close proximity to Epping Forest, Chingford, a suburb, with the North Chingford area, in particular, being a semi-rural feel, which is much loved by residents and visitors. The area is mainly 2/3 story residential buildings, and as such, this is an entirely understandable and unmissable proposal for an area which was once part of Essex and is still strongly linked to Epping Forest, through remnants of the forest, that now lie within the London, 68 parishes, including Chingford Green at the other end of Station Road.</p> <p>My family and I (choose to live in North Chingford because of its low rise, open, village feel / semi-rural character. The LP will destroy everything that makes our local community special and unique - and the Council refuse to listen. I am staggered that LDFW is ignoring this important historical boundary with Epping Forest (as S555, despite local opposition).</p> <p>Before importantly, the LP asks to build far more homes than is actually required by the London Plan, and has failed to take into account Brexit and fall in London population; the Covid pandemic and move towards working from home away from London, and the leveling up agenda requiring less development in London, which makes a mockery of the London Plan.</p> <p>Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan asks to build more homes than the London Plan. Existing residents will be over looked, loss of privacy, early/late night, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc'</p>	<p>I am a local resident - I am not equipped to say why my suggestions would make the LP legally compliant and sound.</p> <p>LDFW needs to listen to its residents/local community and acknowledge there are other ways of doing things instead of ignoring them and ploughing on with their proposals regardless as they have done - it makes you feel totally powerless.</p> <p>Reduce the number of proposed homes in the LP to the required number only and remove sensitive sites such as the Royal Epping Forest Golf Club.</p> <p>Bring back empty domestic properties around the borough into use through a programme of refurbishment.</p> <p>Protect the Green Belt and restrict any development in suburban neighbourhoods, to less dense, low rise - no more than 3 storey. Only use site specific high quality, aesthetically pleasing design, respecting local character, architecture, and history for sensitive proposals such as Royal Epping Forest Golf Club and Chingford Green and nearby developments adjacent to forest boundaries - unlike ugly concrete and glass box buildings with balconies which are springing up around the borough.</p> <p>Include a better mix of housing in the LP - houses, maisonettes and bungalows, with garages - not just studios, so-called flats.</p> <p>Provide parking for each and every home and all necessary requirements / amenities such as school places, public transport, and healthcare.</p>	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rammar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rammar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on heritage assets and conservation areas and advocates a sensitive approach.</p>
Lloyd Parkinson				S458 - Royal Epping Forest Golf Club	No	No	No	<p>Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan asks to build more homes than the London Plan. Existing residents will be over looked, loss of privacy, early/late night, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc'</p>	<p>Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.</p>	No	<p>Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 32,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This is noted. However, it is through the addition of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Tim Hancock				S458 - Royal Epping Forest Golf Club	No Response	No Response	No Response	<p>I Strongly Object, to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to pre-existing degradation to the surrounding environment, negatively affecting the current residents') This inconsistent and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions concerning our future to control immigration, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is puppets by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a liberal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are North Chingford is supposed to be 'the gateway to the forest'. Any development over 2 storeys would be detrimental to the village</p>	<p>Reject based on continued designation to local community and strain on local services, as pointed out above.</p>	Yes	<p>This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contention for the consideration towards the current people in the vicinity, while it also an assault on their existing cultural and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short term financial terms, will underwrite the future wellbeing of the indigenous community?</p>	<p>Offensive Response</p>
-				S458 - Royal Epping Forest Golf Club	No	No	No Response	<p>Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan asks to build more homes than the London Plan. Existing residents will be over looked, loss of privacy, early/late night, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc'</p>		Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rammar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rammar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>

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				S458 - Royal Egging Forest Golf Club	No	No	No	This is one of the most ridiculous proposals Founded 1888 Are these people determined to destroy any building they find in the Chingford/Highams Park areas that does not conform to their "glass & steel" agenda? Are any of these proposals being supported or being put forward by local residents of Chingford/Highams Park areas? Are they in fact being proposed by people that do not live within the Chingford/Highams Park areas?	NO COMMENT		-	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.
Miguel Loureiro				S458 - Royal Egging Forest Golf Club	No	No	No	Why hasn't the council asked the local community what they want? This is destroying a green space to build houses while at the same time destroying the village feel of Chingford	Consult with the local community on what they would want for that space. Why not build a playground for children? This is sorely missed in the area		I'm a resident so I feel I should have a say in what happens to my neighbourhood	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Kay Anderson				S458 - Royal Egging Forest Golf Club	No Response	No	No	Council is building above housing requirements for the Borough- why? See why Claire Coghill resigned - all planning under her watch should scrap....	Council need to be thoroughly investigated as corrupt to core. No benefit to Chingford citizens at all.	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 2,800 homes per year, but targets were downgraded across London by the Planning Inspector examining the London Plan as the formula used to calculate supply from small sites was not down to be justified. The revised target falls short of the Council's identified housing need of 1,610 new homes per year, as well as the London Plan identified need for 6,000 homes per year across London.
Christopher Thorndyke				S458 - Royal Egging Forest Golf Club	No Response	No	No Response	The site is occupied by a historically important Golf Club which can be used by the local community (membership & hat hire) it is in a ideal location in the edge of the golf course and next to chingford pias & forest. To have such a high density of flats would be awful and totally change the preserved characteristics of the area.	The existing golf clubhouse should remain but the old 1930s houses used by Osteopath could be redeveloped with a few 2 storey flats (8-7)	Yes	-	In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The definition of tall buildings across the borough is sound and in conformity with the London Plan, as agreed in the Statement of Common Ground AT 02E27. The Local Plan is careful to identify the differing characters across the borough and sets clear policy expectations relating to them. Particular attention in relation to this is drawn to Policy 8 - Character Led intensification and the new 'Building Height' policy proposed through Main Modifications.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the borough.  The Local Plan has a policy on preserving existing parks and open spaces and enhancing access to for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of sports playing pitches.
Cat				S458 - Royal Egging Forest Golf Club	No	No	No			No	-	This response is noted.
Rebecca Boylen				S458 - Royal Egging Forest Golf Club	No	No	No	No parking. Housing too high should only be 2 story as other properties around. No infrastructure in place! No local schools - nearest school is catholic and not all inhabitants are catholic. No parking. Edge of green space - needs to be in keeping.	Lack of disabled parking - Lack of parking.	No	-	

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Abigail Woodman				SAS8 - Royal Epping Forest Golf Club	Yes	No	Yes	Waltham Forest Council quite rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing, and in the south of the borough, access to the marshes is being used to support intensive development. In contrast, in the north of the borough, developments must be designed to "minimise access to Epping Forest and "mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.		It is essential that green spaces have a voice at the table during the examination hearing sessions.	The SANG strategy will be delivered as part of the Local Plan to ensure the spaces identified within it see improvements as development comes forward. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Shaoun Medhurst				SAS8 - Royal Epping Forest Golf Club	No	No	No	"No as LBWF should be seeking to preserve the 'local character' of the area - residents chose to move to Chingford & Highams Park as they are low rise suburbs of nearby houses at the very edge of London. The gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposed for a 4-story building in a Conservation Area next to the village green, historic wooden cottages and a Church is particularly offensive! There is a petition of over 5,000 signatures objecting to this particular development proposal and residents' views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.19 SAS8) states 12,040 new homes over 10 years and LBWF is proposing 27,000 new homes by 2031 - a very significant excess 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and sustained (not allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they have future proofed for them.	Impacts C Development proposals should address the following impacts: (i) visual impacts a) the views of buildings from different distances - long-range views: "These require attention to be paid to the design of the top of the building (it should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views. mid-range views from the surrounding neighbourhood" particular attention should be paid to the form and proportions of the building, it should make a positive contribution to the local townscape in terms of legibility, proportions and materiality. (ii) immediate views from the surrounding streets - attention should be paid to the base of the building, it should have a direct relationship with the street, maintaining the pedestrian scale, character and visibility of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy. (b) whether part of a group or stand-alone, tall buildings should conform to the spatial hierarchy of the local and wider context and aid legibility and wayfinding (c) architectural quality and materials should set of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan (d) proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area as buildings, in the setting of a World Heritage Site must preserve, and not harm, the Outstanding Universal Value of the World Heritage Site.	Yes		The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC). Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Richard Iles				SAS8 - Royal Epping Forest Golf Club	No	No	No	This proposal to build 45 homes on the edge of Chingford plan, a large open area of Epping Forest will need a tall building highly visible against the Forest background quite out of keeping with the SAC and nearby heritage buildings e.g. Chingford Station and Victorian residences along Forest Avenue. It also has safety hazards due to its immediate proximity to a busy junction.	Project: Unnecessary development immediately impinging on the SAC. I cannot see how access to the SAC can be minimised with such a building adjacent to it.	No		This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EF SAC).
Janine Heath				SAS8 - Royal Epping Forest Golf Club	No	No	No	This plan isn't in keeping with the surroundings. This is on the cusp of forest land & should remain as such	The land should move used for housing	No		The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Raymond Moffat				SAS8 - Royal Epping Forest Golf Club	No	No	No	This development will be out of character with the area, it will be encroaching on the natural beauty of Epping Forest by its size and the character the area is of predominantly 2 story construction	Reduce the size of the development, Reduce the height to the 2 story average thereby protecting the views to and the character of Epping Forest and Chingford plans		There is no point putting the proposal out for public consultation if you don't then listen and act on their views, participation is part of the process	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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				S458 - Royal Egging Forest Golf Club	No	No	No	This plan would be appropriate in a high rise environment area like that development at the junction of Blackhorse Road and Forest Road in Walthamstow.	I'm not sure how planners could possibly think this plan is in any way sympathetic to an area which merges into the open common land and Forest. Developers understood the need to complement surrounding building which do not detract from the natural beauty of the area. This proposal does not come close to that idea.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Jane Edison				S458 - Royal Egging Forest Golf Club	Yes	No	No response	You state 40 new homes. I assume this is flats. How tall will the building be? Will they cut the current trees that individuals have from their current dwellings?  What about the parking of their cars? Will all roads in North Chingford be restricted to permit parking so that local residents can park throughout the day. This is a real issue and one that needs to be addressed with all these plans for development.  Will Forest View be made into a public road so that residents could park here at the moment the road is a real disgrace.	1) Max of 3 storey tall 2) Permit parking in the whole of North Chingford to allow shoppers and residents to park without penalty. This will allow for the increase in residents as a consequence of all of these proposals that have been put forward in North and South Chingford. 3) Forest View to be made a public road, be brought up to standard and residents parking applied to the area.	Yes	An intended in North Chingford's future.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Peter Leggett				S458 - Royal Egging Forest Golf Club	No	No	No	Any development should not exceed the height of any existing buildings	Provision for car parking per residence and not exceed the height of existing properties	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.
Linda Ball				S458 - Royal Egging Forest Golf Club	No	No	No	One of the better parts of Chingford going to be spoilt by crammed in housing bringing the character of the area down - as in some many other parts of Chingford. Take one or two buildings down and cram in 50-100 more. Makes me mad	Let us keep a social club. Why does everything have to be made into small living accommodation.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Kay Anderson				S458 - Royal Egging Forest Golf Club	No response	No	No	Why is council building excessive housing? Above and beyond the requirements of the Mayor of London	Transparency in all council dealings as they are all corrupt to the core. Look at Clara Copple and why she resigned	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.

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Kathryn Uman				S458 - Royal Epping Forest Golf Club	No	No	No	This plan is disgraceful as it would close down a well used local amenity and destroy the environment next to the Forest. Any tall building over 2 storeys would be out of place here.	The building should remain as it is and this plan be rejected	No	No one takes any notice of emails	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Nicky				S458 - Royal Epping Forest Golf Club	No	No	No	Leave the forest alone. We need nature to survive. They clean our air - We don't need more pollution here. These trees are more valuable than apartments.	Scrap that plan	No	-	The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSAC)  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Stewart Newton				S458 - Royal Epping Forest Golf Club	No	No	No	Proposed development would be out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing, no parking provision disadvantaging older people. The plan seeks to build more homes than required by the London Plan. Consultation failed as no notices/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, dentists, schools etc.	Provide parking, healthcare, education, etc.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Susan Reynolds				S458 - Royal Epping Forest Golf Club	No	No	No	Recreational ground being taken away	Leave site as it is	No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Kerry Della-Hogreave				S458 - Royal Epping Forest Golf Club	No	No	No	The town does not have public services to sustain the current residents in the borough. Adding more homes in North Chigwell will stretch small amount of services in the area. I.e. doctors, schools, s		No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Mal Trantham				S458 - Royal Epping Forest Golf Club	No	No	No	I find it hard to believe that being right on top of the SAC that the Conservators would agree to such a building on that site. I realise the site is privately owned and the Freeholder may wish to "cash in" on ERFV's suggestion to develop. The site is an integral part of the gateway to the Forest and as such the proposals are both unsound and fail to comply with the duty to co-operate by not listening to residents' objections.	Leave the golf club alone as that would make this part of the Local Plan compliant and sound.	Yes	I would like the opportunity to know what is going on and whether further input from residents will be listened to.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sandra Beach				S458- Royal Epping Forest Golf Club	No	No	No Response	After the pandemic and move towards working from home many residents are moving out of the area so do we really need the extra builds. A local, cheap leisure centre, golf course and history are all attractive incentives for residents to stay in the area. Residents no longer need to commute to the city and are moving to less congested areas offering the above.	Dont have any idea of the legality, like most people, but the law could be wrong! People dont want to live in areas inundated with blocks of flats, usually ugly ones, and our facilities are an asset. residential consentment not part of the Local Plan?	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
-				S458- Royal Epping Forest Golf Club	No Response	No	No Response	Over development in a very sensitive area adjacent to Chingford Plains	Reallocate use to amenity space more appropriate to its location	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
Marilyn Gould				S458- Royal Epping Forest Golf Club	No	No	No	Does Waltham forest actually need all this extra housing as i've been informed that due to Brexit there are not so many people coming to live in the Borough.		-	-	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
C Madden				S458- Royal Epping Forest Golf Club	No Response	No	No Response	The ambition for 45 homes is far too high for this area. It should be scaled back or the site considered for other use.		No	-	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Caroline				S458- Royal Epping Forest Golf Club	No	No	No	There are too many homes planned for the size of the site and i presume this means 1 and 2 bed flats which would be inappropriate and out of character with the local area. Any development should be in keeping with the local area so the number of homes should be reduced.	Reduce the number of homes on this site so that the height of the development is no higher than the surrounding buildings	No	-	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspector's examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
										Yes		

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				S458 - Royal Epping Forest Golf Club	No	No	No	It doesn't provide the housing needed by local residents. Its location makes it valuable to the council.	Build affordable housing as per the brief			There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations, for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
				S458 - Royal Epping Forest Golf Club	No	No	No	This is a gateway to the forest. North Chingford is a semi rural location, unlike the rest of LBWF. This is clear overdevelopment and excessive and not in keeping with the remainder of the area or the will of the local people				The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.
Raymond Moffat				S458 - Royal Epping Forest Golf Club	No	No	No	The council is pressing ahead without proper consultation blaming Covid for this and totally ignoring the objections of local residents about the unsustainability of their plans for North Chingford and the surrounding area!	It is intrusive and out of character for the area and needs to be drastically reduced in size to blend in to the where it is			The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
				S458 - Royal Epping Forest Golf Club	No	No	No	No as LBWF should be seeking to preserve the 'Local Character' of the area - which is of low rise suburbs of mostly houses at the very edge of London. The LBWF to Epping Forest is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.1 Pg 164) states 22,500 new homes over 10 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space? Also, the housing target in the London Plan may be absent as the Government have stated that they are proposing to require less development in London and the South East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and sustained (not allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they will be future proofed for them. Delivery of housing targets should not be delivered in such away as to only provide minimum standards and should not be acquiesced to such that development overruns existing residential areas to the detriment of existing residents or adversely affects the character of areas which are valued by existing residents. Land regeneration should take into account the aesthetic, the historic context and the value of existing buildings such as may be identified as important by local communities in such areas designated for development. The proposals for no parking are social engineering. With no parking for vehicles, <a href="https://www.researchgate.net/publication/341666246">https://www.researchgate.net/publication/341666246</a>	Impacts C Development proposals should address the following impacts: 1) visual impacts 4) the views of buildings from different distances; 2) long range views " these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views; 2. mid-range views from the surrounding "neighbourhood" particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality 3. immediate views from the surrounding streets " attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy 3) whether part of a group or stand alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding 4) architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan 4) proposals should take account of, and avoid harm to, the significance of London heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area 4) buildings in the setting of a World Heritage Site must preserve, and not harm, the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it. The Council must also address the problem of infrastructure, where are the schools, doctor surgeries etc to support an increased population.			The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
David Haskhurst				S458 - Royal Epping Forest Golf Club	No Response	No	No Response	Why put a blot on the landscape, is there no place that you want to run				The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Fiona Cousins				S458 - Royal Epping Forest Golf Club	No	No	No			No	I don't really know what you mean? This consultation is too complicated, who is aimed at, if residents, you should by open.	The Local Plan regulations stipulate that anybody wishing to attend and give evidence at the Examination in Public (Local Plan Hearing Sessions) needs to specify the reason for their attendance. If wish to attend but not give evidence at the hearing sessions, members of the public are more than welcome to watch the hearing sessions from the public gallery (in person) or watch the sessions online depending on which format the inspectors choose.

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Caroline Rubidge				S458 - Royal Epping Forest Golf Club	No	No	No	45 homes in an area adjacent to Epping forest with an existing vista of historic pile hills/Chingford plains and the Epping forest would damage biodiversity which is already under increased threat due to a range of ecological and local hazards. There is no parking provision in the area and the plans are too high rise in their nature and will be detrimental to the character of the area. Building work will disrupt two major roads in and out of a Chingford for months if not years.	Lower level plan - more in keeping with the area and less impact on biodiversity.	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S458 - Royal Epping Forest Golf Club	No	No	No			-	-	This response is noted.
-				S458 - Royal Epping Forest Golf Club	No	No	No			-	-	This response is noted.
-				S458 - Royal Epping Forest Golf Club	Yes	Yes	Yes			-	-	This response is noted.
-				S458 - Royal Epping Forest Golf Club	No	No	No			-	-	This response is noted.
Gloria Jones				S458 - Royal Epping Forest Golf Club	No	No	No	This is a well used local golf club that should not be sacrificed for housing. This is not a built up area but an outer suburb of London and should be kept as such.	Cancel plans	-	-	This response is noted.

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David John Anderson				SAS8 - Royal Epping Forest Golf Club	No	No	No	hope this is a joke	None		simply to judge	This response is noted.
				SAS8 - Royal Epping Forest Golf Club	Yes					Yes		This response is noted.
Royal Epping Forest Golf Club				SAS8 - Royal Epping Forest Golf Club	Yes	No	Yes	Re: reshaping the Borough Waltham Forest Local Plan LP2 This letter contains the response of the members of Royal Epping Forest Golf Club (the Club) to the lettering is used for quotes. We have plans drawn up for the development of the site which includes the clubhouse, 25 residential units and one commercial unit. This outline plan is the base of our proposal. We are more than welcome to share these plans with officers. We feel we must first briefly explain a little about the Club. The Club owns all of Strategic Site SAS8. The site has the Clubhouse, putting green and sheds, in a separate small house called Crossways which has a frontage on Station Road is the director's business of our tenant. The Club is the oldest golf club in the borough and the oldest in Essex. It was founded in 1888 and shortly thereafter secured Royal patronage. The Club is the only Royal club in Essex Golf Union and is one of only 66 or so golf clubs around the world with patronage from our Royal Family. The Club has a close working relationship with the Corporation of London who hold and run the Forest as Trustees. The Club is a members Club, a not-for-profit organisation which is run by the members, via a Management Committee. For the members, the Management Committee members are voted into office by the club members at Annual General Meetings. The Club has 4 staff. The tenants trade as Chingford Chloropractor. He has been a tenant for over 20 years and our members use his service. Our tenant has 2 employees. Over the past few years the Clubs Management Committee have been discussing options around golf club in terms of sustainability and longevity. The Club members are committed to the long term life of the Club and have authorised its Management Committee to explore options to develop the Clubs site.	The density of the development of site SAS8 (Royal Epping Forest Golf Club) in LP2 should be reduced from 45 dwellings plus commercial unit, to 25 dwellings plus commercial unit as well as accommodation necessary to enable the golf club to survive and prosper...		This is about the very survival of this historic Club	This response is noted.
				SAS8 - Royal Epping Forest Golf Club	No	No	No	<a href="http://www.royaleffgolfclub.co.uk/about-us/about-us">http://www.royaleffgolfclub.co.uk/about-us/about-us</a>		Yes		This response is noted.
				SAS8 - Royal Epping Forest Golf Club	No	No	No					This response is noted.
				SAS8 - Royal Epping Forest Golf Club	No	No	No					This response is noted.
				SAS8 - Royal Epping Forest Golf Club	No	No	No					This response is noted.
Mike Chimes				SAS9 - 472-510 Landfill Road and James Road	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules that are not transparent to consumers." Consultation on the site allocation (LP2) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan LP1 for 2009-2025. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from the specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point-scoring, which officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid but essentially a web-based technology can never be inclusive of the population as a whole. Certainly some meetings have had difficulty low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from LP1 and what has been noted at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 3800 homes in. Whilst EWFC has a large existing lot (60000), and central government guidance is driving all local authorities to ensure they develop	There should be clearer reference to the Highams Park Plan with reference to site SAS9 the chief driver in both point order is to provide 45 homes. It is unclear whether this is justified alongside the loss of local office accommodation occasioned by the development, despite the commitment to non-residential floor space. The footprint of the site is a key one in Highams Park retail centre, and in an area one to develop with a narrow nose opposite the Broadway to achieve the intensity of housing development it appear to be proposed to include a 10/11 building at the rear, despite its impact on modern housing at Wilton Place. This suggestion of a tall building seems to be at odds with the nearby (2003) Highams Park Plan which allows for development in character with the neighbourhood. There are no tall buildings in the retail centre, and it would change the skyline of Highams Park and the area's essential suburban character. The site is occupied by a variety of businesses. There would be a potential loss of character and variety which is supported by the NP plan if the site were developed monolithically. It is suggested that provision for a tall building is dropped from this site and the site is withdrawn pending fuller consideration with the Highams Park Planning Group who are requested consultees. This boundary is close to the railway platforms yet this is not described as a sensitive boundary, so it would be fair for anybody on the development and should be shown as such. It is strange that this site is identified for development on that of the Regal Cinema, currently something of an eyesore due to neglect, but a key to the future character of the area is not included		I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: - Policy Prepared - This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. - Justified - This means that the Local Plan should be based on a robust and credible evidence base involving: - Research/Testing: the choices made in the plan are backed up by facts. - Evidence of participation of the local community and others having a stake in the area, and - The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. - Effective - This means the Local Plan should be deliverable, requiring evidence of: - Sound infrastructure delivery planning; - Having no regulatory or national planning barriers to delivery; - Delivery partners who are signed up to it; and - Evidence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. - The Local Plan should be flexible and able to be monitored. - The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough', in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process. This Duty to Cooperate with the Administration, the Council, the local community and other stakeholders should be included in the Local Plan Document, before adoption

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				S459 - 472-510 Larkhall Road and James Road	No	No	No	The plan will light the area making it very dark and drab and not in keeping with the area and the principles of the Neighbourhood Plan limiting height and density of development and respecting impact of any additional car parking and car journeys on existing neighbourhoods.	Much lower height and reduced accommodation as not to overwhelm the local schools and Doctors		-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>Development proposals will need to be in general conformity with the Highams Park Neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Anthony G Thorne Lip				S459 - 472-510 Larkhall Road and James Road	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>10. Before submitting a local plan to the Secretary of State under section 10 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations available in accordance with regulation 16, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>11.7(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(3) The bodies or persons referred to in paragraph (2) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Clingfold suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal/infant mortality rates and even though they state the new larger plant will be more efficient they will still be emissions. Although they suggest these have to be removed do have doubts as will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning that will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. But the rest of the area will also be subject to these increases and the proposed against the natural air flows possibly result in pockets with even higher concentrations.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviours, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Clingfold Hall Estate where the 1960s tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In that it was realised in the 1920s that people needed space and open spaces were built into the developments and areas around them. This was a lesson that there is already single level access to both platforms, so a third entrance is not needed. A new entrance is also most likely unusable, given that planning application ID2020 was withdrawn on 28 December the day before it was due to be considered by Planning Committee due to questions over how it would be funded, especially given TfL's well documented financial problems. Removal of the cost of the station entrance will allow the re-development of the site to go ahead with a maximum height of between four and five stories. That part of the development abutting the station should be no more than four stories and any five storey elevations further down towards 480 Larkhall Road. Efforts should be made such that the design matches the four storey Highams Green Terrace Development on the other end of Larkhall Road to create a balanced effect and better architectural symmetry.</p>	Yes	<p>Because there are too many unanswered</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would lead to a shortfall in provision.</p> <p>The Local Plan requires that utilises infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilises infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make such necessary infrastructure will be provided as part of the proposal and secured through a L10B planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Gordon Turpin				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	<p>This submission is from the Highams Park Planning Group. We are the designated Neighbourhood Development Forum for the Highams Park area.</p> <p>The Highams Park Planning Group considers this site allocation within the Local Plan to be unsound, as the inclusion of a new station entrance is unwarranted and unnecessary and will cause development on the site to be of a high and density that will completely change the much loved "village character of Highams Park District Centre.</p> <p>Our grounds for this allocation being unsound are, as follows:</p> <p>1. To meet the housing targets proposed for this site, and the inclusion of a new station entrance station will require building heights of up to 7 stories. This fact is evidenced by planning application ID 2020 submitted to Waltham Forest Council which includes 68 flats, active ground floor space and a new station entrance. The application for just one part of the site. There are no other 6 or 7 story buildings in close proximity to the Site S459 and because of this, the level of development proposed will be overly dominant and totally out of character with the surrounding buildings.</p> <p>During our consultation on the Highams Park Neighbourhood Development Plan (HP Plan) most residents were clear that they wanted the plan to include policies that would preserve the much loved character of the Highams Park District Centre and that "new development should fit in. We included policies in the HP Plan to meet this requirement and the HP Plan was approved by referendum with a majority of 96.4% in March 2020. The fact that the HP Plan was adopted by the Council in July 2020, should have been a major consideration in their Site Allocations Document for the area. However, planning officers have clearly paid little heed to the HP Plan or to the many objections raised by local residents to this site allocation in their site allocations consultation.</p> <p>The following narrative shows how the Councils proposals fail to meet the requirements of the HP Plan:</p> <p>The Local Plan does not take account of the existing and adopted Neighbourhood Plan. In particular it does not respect limitations on height or change of character of the low centre and station. Furthermore employment at the location would be lost while development was in progress and unable to relocate back to Highams Park after development.</p>	<p>The new station entrance should be dropped, as it is unnecessary given that there is already single level access to both platforms, so a third entrance is not needed. A new entrance is also most likely unusable, given that planning application ID2020 was withdrawn on 28 December the day before it was due to be considered by Planning Committee due to questions over how it would be funded, especially given TfL's well documented financial problems. Removal of the cost of the station entrance will allow the re-development of the site to go ahead with a maximum height of between four and five stories. That part of the development abutting the station should be no more than four stories and any five storey elevations further down towards 480 Larkhall Road. Efforts should be made such that the design matches the four storey Highams Green Terrace Development on the other end of Larkhall Road to create a balanced effect and better architectural symmetry.</p>	Yes	<p>I am Chair of the Highams Park Planning Group and it is my opinion that some of the site allocations fail to recognise the wishes of local residents as expressed in the Highams Park Neighbourhood Development Plan and we should take the opportunity to express our views to the planning inspector</p>	<p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be by sustainable.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>Development proposals will need to be in general conformity with the Highams Park Neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>In Local Plan Part 1, Policy 72 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviance from these issues that would lead to other substantial harm or total loss of a designated heritage asset.</p>
Jon Ashley				S459 - 472-510 Larkhall Road and James Road	No	No	No	<p>The Local Plan does not take account of the existing and adopted Neighbourhood Plan. In particular it does not respect limitations on height or change of character of the low centre and station. Furthermore employment at the location would be lost while development was in progress and unable to relocate back to Highams Park after development.</p>	<p>Follow the principles of the Neighbourhood Plan limiting height and density of development and respecting impact of any additional car parking and car journey on existing neighbourhoods</p>	Yes	-	<p>Development proposals will need to be in general conformity with the Highams Park Neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p>

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Helen Devenux Murray				S459 - 472-510 Larkhall Road and James Road	No	No	No	Residents have complained repeatedly about the proposed high rise building by the station which are not in keeping with the area or the local plans objectives. There is also no infrastructure to support the influx of residents which this would create. The plans need significant changes and a huge reduction in the height of the proposed building. Please listen to residents and stop this unwanted development!	As above huge reduction in the proposed development by Highams Park station and the inclusion of how and where infrastructure needed (doctors, schools etc) will be located.		-	<p>Through the evidence published in the Characterisation and Intention Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intention Study (2019).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Lloyd Parkinson				S459 - 472-510 Larkhall Road and James Road	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan aims to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy day/night, additional demand for parking. Consultation flawed as no public/online meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc.	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	No	-	<p>Through the evidence published in the Characterisation and Intention Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Paul Willard				S459 - 472-510 Larkhall Road and James Road	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and townscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will cause a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision. It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	Yes	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Characterisation and Intention Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intention Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Dan Lamb				S459 - 472-510 Larkhall Road and James Road	No	No	No	Height of buildings not in keeping with character of Highams park. Highams park local plan being ignored. No provision for any new services to cope with all the new residents		No	-	<p>Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.</p> <p>Through the evidence published in the Characterisation and Intention Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intention Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>

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Mike Schm				S459 - 472-510 Larkhall Road and James Road	No	No	The local Plan is not sensitive to either the local plan not desirable does not conform to the architectural or low rise neighbourhood buildings and will bring high density unecessary development into one of the most polluted points in the area. Traffic converging from four directions and rail crossing barriers meaning static traffic for fifteen to twenty minutes every hour. The height of the buildings is also far in excess of the local character of Highams Park. In fact the emphasis should be on the park not the Highams.	You have completely ignored the Highams Park Plan and the majority of residents who clearly expressed their desire that Highams Park should retain it's character when any new planning decisions were taken. Waltham Forest Council actually adopted it in July 2020 and appear now to have ignored it. Democracy seems to have a low profile here. We are continually told that "we're Green" no, the voting public are green for voting in the same old "we got your votes last time we've got it again" political statement.		Democracy cannot be exercised unless people take part.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.	
Danielle Frase				S459 - 472-510 Larkhall Road and James Road	No	No	Building on this land will mean loss of a public swimming pool and health centre which are widely used by the community. As a young family just moved into the area we need these facilities and it is not clear if they are being replaced or quality of them. Also, more homes will mean more factories, schools etc which again as new people to the area we are already finding difficult to find. More homes bring more cars and the area already has too much traffic and no parking. It will make the area more congested and possibly dangerous in terms of traffic.	Replacement swimming pool and health centre. Limited number of houses with parking built to ensure overcrowding does not happen.	Yes	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/employer vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S459 - 472-510 Larkhall Road and James Road	No	No	The proposal has plainly ignored what was already detailed by the local Highams park planning committee. It has failed to keep in character with Highams park and has ignored all previous concerns raised.	Reduce the height of the building which may or may not mean a reduction of flats but anything above three stories is out of character for the area. Detail how what additional services for doctors and schools will be put in place.	No	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S459 - 472-510 Larkhall Road and James Road	No	No	The proposal is not in keeping with the Highams Park Neighbourhood Plan. The community has been very clear about the type of development we are willing to accept, but those wishes are not being listened to. The proposal does appear to cooperate with the wishes of local residents.	Reduced size of proposed development to keep it in line with the local character of Highams Park and the guidance outlined in the Highams Park Neighbourhood Plan.	-	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

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Susan Howell				S459 - 472-510 Larkhall Road and James Road	No	No	No	There is local opposition to the height of the building which is not in keeping with adjacent structures and a worry that the new entrance/exit could pose a danger crossing Larkhall Road. With more residential properties there will be additional strain on medical and educational provision	Reduce the height of the housing in line with existing structures, not face but original buildings (close by) and use architecture which is more in keeping with a village feel. Provide additional medical and educational provision	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Karen Lightfoot				S459 - 472-510 Larkhall Road and James Road	No	No	No	Not in keeping with the area or height of the building too many dwellings with no new infrastructure	Smaller lower more in keeping with area	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Dillon				S459 - 472-510 Larkhall Road and James Road	No	No	No	This high rise building will be a blight on the area and is not in line with the village setting of Highams park. It does not take into account local people as they have not all been consulted and a proper legal consultation needs to act upon the results of the consultation	Inclusive consultation by way of consultation letters sent to every person over 18 living in Waltham Forest. Act only on the results of the consultation. Alternatively have the consultation with all the representative residents associations within the borough and then all those that are not represented by any committee to obtain the views as above.	-	Please explain this question	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Council 311 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
-				S459 - 472-510 Larkhall Road and James Road	No	No	No	This proposal is ignoring what was said by the Highams park planning group and which is largely the opinion of local residents. It is not in character with Highams park and has ignored peoples reasonable concerns.	Height reduced to be in keeping with surrounding buildings. Off street parking allocations so cars can stop buy stuff locally and pick up people without fear of a robot. Young families need a large informal safe where they can wheel a buggy in, feed a baby, parents and kids can eat, baby change and family toilet (inc a dda). This would truly add to the family appeal. Especially if all you want to build is flats.	Yes	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.

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Sally Milandaily Millard				S459 - 472-510 Larkhall Road and James Road	No	No	No	The proposed flats are too high and not compliant with the Highams Park local planning agreement, there is no parking provision and people do have cars and want to drive. There is already a shortage of adequate parking in the area. It is unbound on this basis. It will also block the sun light for local businesses and as a result make the area less pleasant to walk around and sit outside in the many local cafes. Accommodation is required but there are now many flats or apartments and no houses with gardens for families to enjoy.	Lower height and some parking available. Housing is preferable, but if not, more green recreational space.		-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
				S459 - 472-510 Larkhall Road and James Road	No	No	No	This development will completely change the visual impact for local residents. Local residents do not want this change but their views are not being respected. The Tesco signage already overshadows the centre of Highams Park	Any developments should be in keeping with the area as it exists and not impact the already chronic traffic and parking problems in this area	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intentionality Study (2019). As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Weathered Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
				S459 - 472-510 Larkhall Road and James Road	No	No	No				My right having lived here with my children for 60 years	This response is noted.
L Brett				S459 - 472-510 Larkhall Road and James Road	No	No	No	does not follow Highams park guidelines as agreed	maximum height 3 floors to not overpower local area	Yes	As a local resident for all my life consider local views to be important	Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
C Barber				S459 - 472-510 Larkhall Road and James Road	Yes	No	No Response	The station is a one storey building which is key to the much loved village character of Highams Park and will be totally overwhelmed by a six and seven storey building towering over it. This proposed level of development will also not respond to the character and height of the more modern, two and four storey Highams Green/Tesco development on the opposite side of Larkhall Road. This level of development will not just be wholly in breach of HP Plan Policy CD9, it will completely destroy the existing character of Highams Park District Centre.		No		Through the evidence published in the Character Intentionality Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intentionality Study (2019). Through the evidence published in the Character Intentionality Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Stephen Lovell				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	No	I consider this site allocation within the Local Plan to be unsound, as the inclusion of a new station entrance is unwarranted and unnecessary and will cause development on the site to be of a height and density that will completely change the much loved 'village character of Highams Park District Centre'. My grounds for this allocation being unsound are, as follows: 1. To meet the housing targets proposed for this site, and the inclusion of a new station entrance station will require building heights of up to 7 stories. This fact is underpinned by planning application ID 202340 submitted to Waltham Forest Council which includes 68 flats, active ground floor spaces and a new station entrance. This application is for just one part of the site. 2. There are no other 6 or 7 storey buildings in close proximity to the Site S459 and because of this, the level of development proposed will be overly dominant and totally out of character with the surrounding buildings. The Highams Park Planning Group consultation on the Highams Park Neighbourhood Development Plan (NPPF) found most residents were clear that they wanted the plan to include policies that would preserve the much-loved character of the Highams Park District Centre and that "new development should fit in. Policies were included in the HP Plan to meet this requirement and the HP Plan was approved by referendum with a majority of 86.4% in March 2020. The fact that the HP Plan was adopted by the Council in July 2020, should have been a major consideration in their Site Allocations Document for the area. However, planning officers have clearly paid little heed to the HP Plan or to the many objections raised by local residents to this site allocation in their site allocations consultation. The following narrative shows how the Council's proposals fail to meet aspirations of the local residents or respect the policies in the HP Plan regarding the character of the District Centre. In view of the above it is clear that the level of development proposed for Site S459 will be: <b>c</b> wholly in breach of Highams Park Plan Policy CD02 with regards to character and design, and <b>c</b> contrary to the extent and emerging Local Plan which the Highams Park Planning Group submitted as a condition of the consent of the plan. We are aware of a response from the Highams Park Planning Group which addresses these sites and other opportunities in the Highams Park Neighbourhood Plan area. We support those comments in full.	The new station entrance should be dropped, as it is unnecessary given that there is already single level access to both platforms, so a third entrance is not needed. A new entrance is also most likely infeasible, given that planning application ID20300 was withdrawn on 6th December the day before it was due to be considered by Planning Committee due to questions over how it would be funded, especially given TEL's well documented financial problems. Removal of the cost of the station entrance will allow the re-development of the site to go ahead with a maximum height of between four and five storeys. That part of the development abutting the station should be no more than four storeys and any five storey elevations further down at 480 Larkhall Road. Efforts should be made such that the design matches the four storey Highams Green Tesco Development on the other side of Larkhall Road to create a boulevard effect and better architectural symmetry.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,664 new homes (1,266 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. Additionally, the plan emphasises the provision of GP practices and other health care facilities within walking distance to the residential catchments areas.
Conservative Councillors (General)				S459 - 472-510 Larkhall Road and James Road							No		This is noted.
A Harber Rally				S459 - 472-510 Larkhall Road and James Road	No	No	No	No	This level of development will not just be wholly in breach of HP Plan Policy CD02, it will completely decimate the existing character of Highams Park I agree with the Highams Park Planning Groups view which they base on extensive consultations with local people over the past eight years, that local residents highly value the light suburban character of the area surrounding Highams Park and do not want to see it dominated by an incongruous block of flats which will give the area a much more urban and inner city feel.			It's my local area and I want to be kept informed	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
-				S459 - 472-510 Larkhall Road and James Road	No	No	No	No	This is not in keeping with surrounding buildings. There is no infrastructure for this level of building. Does this with with the Highams Park plan?		Yes		The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Jane Ridgman				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	No	The height of the proposed redevelopment would undermine the character of central Highams Park. It currently has a village feel to it. Building a high rise, which would undoubtedly be fully judged by the date of new developments in Waltham Forest, would destroy the appeal of central Highams Park. I don't deny the site needs redeveloping but it doesn't need a high rise full of unaffordable boxes.	Make it low rise, and make it look good - not the cheap, nasty, gloomy and over priced developments that you're building in Waltham Forest. It might win you a quick buck but were stuck looking at it for a lifetime.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.

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David John Anderson				S459 - 472-510 Larkhall Road and James Road	No	No	No	too much	Reduce or redesign for offices		simply to judge	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/218. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
-				S459 - 472-510 Larkhall Road and James Road	No	No	No	The proposed height of the development is not in keeping with the low level existing buildings of central Highams Park.	A max of 4 storeys high would be acceptable in this area.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Nigel Mear				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	I consider the site allocation within the Local Plan to be unsound and have outlined the main reasons below.  Whilst I recognise the need for new homes, I feel very strangely that any development must enhance the area and not be an target and overdeveloped that it dominates and completely changes the character of the surrounding area.  I consider the site allocation unsound as it represents a huge overdevelopment of this site. The building height for too high and the development will be completely dominant and totally out of character with the surrounding buildings in the town centre and the existing station building. The proposed development clearly does not complement the existing character and appearance of the area and will essentially destroy the character of the centre of Highams Park.  This application also fails to comply with the requirements of Highams Park Neighbourhood Plan (Policy DP2: Character & Design) and a completely out of keeping with the character of Highams Park and the architecture of Highams Park Station and the Edwardian shopping district. It will be totally overbearing with an imposing inner-city feel that clearly has no resonance with the village character of Highams Park.  The proposed development is in fact the complete opposite of what the above policy stipulates. It will dominate the adjacent Highams Park Station, which is a distinctive and defining feature of the character of Highams Park District Centre, and will therefore be hugely damaging to the character of Highams Park District Centre as a whole.  The proposed development includes a new station entrance even though the vast majority of residents, who responded as part of the community	The new station entrance must be dropped. It is completely unnecessary given that there is already single level access to both platforms. Importantly the removal of the cost of the station entrance will allow the re-development of the site to go ahead with a maximum height of between four and five storeys. That part of the development abutting the station should be no more than four storeys and any five storey elevations further down towards 400 Larkhall Road. The design should match the four storey Highams Green Trioco Development on the other side of Larkhall Road to be congruent and create a local village effect and better architectural balance.  It is essential that any redevelopment of the site is at a much lower level of density and massing than included in S459 and which respects the important character of the area around Highams Park Station and provides design principles that mirror the architectural rhythm of the more modern Highams Green development on the other side of Larkhall Road. Removal of the unnecessary new station entrance/level from the site allocation brief is critical as it will allow for a lower rise development with less units and improve the viability of the site. To protect the character of the area around the station, the development should be four storeys abutting the station and rising to a maximum of five storeys further down at 472-474 Larkhall Road. The lower level should provide active employment spaces to minimise loss of employment in the District Centre.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to identification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019). The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Tom Hancock				S459 - 472-510 Larkhall Road and James Road	No Response	No Response	No Response	I Strongly Object to this application (Development implies something positive and THIS IS NOT THE CASE. These proposals are simply adding to overcrowding, designations to the surrounding environment, negatively affecting the current residents")  This is an unecessary and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions centering on failure to control immigration, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is puppated by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.  Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding the attack to the wider country.  The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is vitally responsible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.  The current proposed developments are reminiscent of the failures that are	Reject based on continued designation to local community and strain on local services, as pointed out above.	Yes	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contempt for the consideration towards the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, I STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms, will underwrite the future wellbeing of the indigenous community?	Offensive Response

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ian Cox				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	I think it is unsound because it is unjustified to destroy the character and environment of Highams Park by building taller than 3 stories. It is also not consistent with the agreed Highams Park plan to preserve the character of Highams Park.	In order to make this sound I think this development needs to be restricted to 3 stories, and needs to ensure the character of the building fits in with Highams Park.	No	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Mark Swearer				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	Yes			No	-	This response is noted.
Asdeen Faruk				S459 - 472-510 Larkhall Road and James Road	No	No	No	Taller buildings were very clearly objected to by the majority of local residents & go against the local plans as previously agreed!	Keep the building to the agreed height of mid rise buildings - not tall buildings. That would be completely out of character with the area.	No	Because I don't trust that opinions of local residents are being taken into account	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to local plan consultations have always been welcome either through the online portal or by email and post.
Monique Lane				S459 - 472-510 Larkhall Road and James Road	No	No	No	The building respect it for a block of flats which go against regulations for the area.	building needs to have less floors to fit into the community.	Yes	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Samantha Lushman				S459 - 472-510 Larkhall Road and James Road	No	No	No	These questions don't allow for nuance. Please abide by the Highams Park plan as agreed by our community and put forward by the Highams Park Planning Group.	The language you are using is off putting and unhelpful.  I would like buildings no higher than 4 stories. I would like an open green space designed like an amphitheatre for communal public events. I would like full and proper parking for new restaurants. I would like a shop to be designated as a community hub. I would like environmental sustainability to be built in to the building works as well as the final buildings and grounds. I would like to know what extra health care and education services will be put in place to support the families who move into new homes.	Yes	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of aspirational/available sites in 2037/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Malcolm Shyles				S459 - 472-510 Larkhall Road and James Road	No	No	No	It is unsound to build on what was once railway premises. Because most workplaces in the area are being built on, the only work becoming available is via the railway station. At rush hours the streets local to the station become overcrowded, there is the busy B road to the South, a similar road to the North and the level crossing opening and closing for at least 10 minutes an hour adding up to a total closure time of some 12 minutes or more. There is also regular non-passenger rail traffic. As the local work places have been built on more pressure has been put on the Victoria line and at morning peak hours crowd control is necessary. A wall is required to gain access to the single down escalator. Another underground station will soon be required. The proposed development also requires the demolishing of the recently built Lang and Cruickshank Offices, where many are employed. People are going to be put out of work? This is also a serious Climate Change Issue: repeated redevelopment of concrete structures is insane. Flats in this area is also insane, where can children safely play even if they get safely across the local roads to the site? This was after all the station coal yard. Whoever dreamt this up, needs to think again.	The whole plan is unnecessary. The ex-coal yard is unsuitable for housing.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/instigated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.

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				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	The wish to build high rise residential property in this location gives no thought to Highams Park centre or the wishes of the local community.	The local plan is misleading indicating 45 new homes when the plan is for 145 homes in many unsuitable high rise blocks.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S459 - 472-510 Larkhall Road and James Road	No Response	No	No		Height of buildings do not fit in with the town centre. There are no provisions for local services, such as GP surgery requirements. The trains from Highams Park are already overcrowded and more housing will cause more problems.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
				S459 - 472-510 Larkhall Road and James Road	Yes	No	No			-	-	This response is noted.
Tanya Guring				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	Potential for taller buildings to be delivered with additional storeys will be against the character of Highams Park. All recent Proposed developments have had active consultation with residents but this has been done without consulting so fails on duty to cooperate. As well as ruining the character of the street an increase in traffic in what is already a very congested road and filter need to the level crossing. This will be dangerous to pedestrians Commuters and school children that regularly use the road.	Maximum two storey building level with other residential housing. Provision of sufficient parking (eg basement level parking clear road markings for entry and exit, in accordance to current traffic layout).	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.
Mike Turpin				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	It should comply with the HPG plan accepted by LBWF in terms of height limits and style. No reason has been given why a new west side station entrance is required, the current one is quite new.	Abide by the HPG plan and limit height of all new buildings to avoid drastic changes to the character of the local area.	-	To ensure that LBWF comply with the approved Local Plan.	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

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Sean Dewey				S459 - 472-510 Larkhall Road and James Road	No	No	No	On this development you have ignored the Highams Park plan where it states that buildings should not be over a certain height which you have ignored. These building proposals are way too high and will cause local upsurge in the area. This development does not keep with the unique look of the area either as Highams park centre is not a place for high rise buildings.	To make this legally compliant, you must engage and follow the guidelines of the Highams park neighbourhood plan which your council passed through. Ignoring or rejecting any of these guidelines goes against the plan and the local residents who live in Highams park.	No	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2020).
Michael Brammer				S459 - 472-510 Larkhall Road and James Road	No	No	No	It is not justified to destroy the character of Highams Park by building taller than 3 stories. And not consistent with the locally agreed Highams Park plan in terms of maintaining the character of Highams Park		No	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2020).  Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Emily Wheeler				S459 - 472-510 Larkhall Road and James Road	No	No	No	It is not sound to ruin the unique village character of Highams Park by building high rise over 3-4 stories, which is completely out of character and will destroy the village feel of the town centre. This plan is not compliant with the Highams Park plan and is not supported by local residents.	Reduce the height of the proposed buildings to be no higher than the current ones.	No	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2020).  Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sarah Wood				S459 - 472-510 Larkhall Road and James Road	No	No	No	The plan does not adhere to the locally agreed Highams Park plan which protects the character of Highams Park. Building above 3 stories is not justified or appropriate for the area.	Not building above the tree line.	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2020).  Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.
-				S459 - 472-510 Larkhall Road and James Road	No Response	No	No Response		Nothing higher than the surrounding residential area, and as retail sites are still empty from previous developments don't allow for this type of unit.	No	-	Through the evidence published in the Characterisation and Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council sets out its strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive High streets and town centres.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Kevin Williamson				S459 - 472-510 Larkhall Road and James Road	No	Response	No	Endless and high density development leaves no green space or any other space - in GP and other NHS services, schools, transport and other infrastructure. After over 50 years residence in BMS, both council and private housing, it is no longer a fit or pleasant place to live.			-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of taking the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Roger Hudson				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	<p>I consider this site allocation within the Local Plan to be unsound, as the inclusion of a new station entrance is unwarranted and unnecessary and cause development on the site to be of a height and density that will completely change the much loved village character of Highams Park District Centre. My grounds for this allocation being unsound are, as follows:</p> <p>1. To meet the housing targets proposed for this site, and the inclusion of a new station entrance station will require building heights of up to 7 storeys. This fact is evidenced by planning application ID 202040 submitted to Waltham Forest Council which includes 68 flats, active ground floor space and a new station entrance. This application is for just one side of the site.</p> <p>2. There are no other 6 or 7 storey buildings in close proximity to the Site S459 and because of this, the level of development proposed will be overly dominant and totally out of character with the surrounding buildings.</p> <p>During consultation on the Highams Park Neighbourhood Development Plan (NP Plan) most residents were clear that they wanted the plan to include policies that would preserve the much loved character of the Highams Park District Centre and that "new development should fit in". Policies were included in the NP Plan to meet this requirement and the Plan was approved by referendum with a majority of 96.4% in March 2020. The fact that the NP Plan was adopted by the Council in July 2020, should have been a major consideration in their Site Allocations Document for the area. However, planning officers have clearly paid little heed to the NP Plan or to the many objections raised by local residents to the site allocation in their site allocations consultation.</p> <p>The following narrative shows how the Council's proposals fail to meet aspirations of the local residents or respect the policies in the NP Plan regarding the character of the District Centre. In view of the above it is clear that the site allocation is unsound.</p>	<p>The new station entrance should be dropped, as it is unnecessary given that there is already single level access to both platforms, so a third entrance is not needed. A new entrance is also most likely unusable, given that planning application 202030 was withdrawn on 6th December the day before it was due to be considered by Planning Committee due to questions over how it would be funded, especially given TfL's well documented financial problems. Removal of the east of the station entrance will allow the re-development of the site to go ahead with a maximum height of no more than four storeys. Efforts should be made such that the design matches the four storey Highams Green Terrace development on the other side of Larkhall Road to create a boulevard effect and better architectural symmetry.</p> <p>Support redevelopment of this site but at a lower level of density and massing than included in S459 and which respects the important character of the area around the station and provides design principles that mirror the architectural rhythm of the newer modern Highams Green development on the other side of Larkhall Road. Removal of the unnecessary new station entrance from the site allocation will improve the viability of the site and allow for a lower rise development with fewer units. To protect the character of the area around the station, the development should be no more than four storeys. The lower level should provide active employment space to minimise loss of employment in the District Centre.</p>		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p>
				S459 - 472-510 Larkhall Road and James Road	No	No	No	Why aren't they listening to the residents?	Limit heights to the same as other local developments (3 storeys max).	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Fino Rehner				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	<p>The site allocation within the local plan is unsound because of the inclusion of the new station entrance and the consequent likelihood of development with excessive height and density that will damage the character of Highams Park - in particular the village character of the area around the station.</p> <p>The nature of the housing targets proposed for the site could allow up to 7 storeys in any development. That is wholly out of keeping with the surrounding area.</p> <p>The vote for the Highams Park plan by residents was a vote to preserve the character of the area. But the level of development planned for the site goes against the spirit of that vote, namely breaching CDP in the plan. This is supposed to preserve the character of the area around the station. Further the proposed site allocation will inevitably lead to development that does not respect the height, scale and mass of surrounding buildings, and does not respect the building line and character of the road in which it is located.</p> <p>I am also surprised that a new station entrance is included despite opposition in a previous consultation. It was lead to high-rise development. I would support a low-rise development with no new entrance as an alternative.</p>	<p>The plan for a new station entrance should be ditched and any development should be no higher than the Terrace opposite.</p>		-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>

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David Jennings				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	The proposed development for this site is of a height and density that will totally destroy the village feel of Highams Park Centre. When the emerging local plan clearly states that the council wishes to retain the character of the Borough's historic neighbourhoods. Policy CD2 requires development to be of high quality design and should complement the existing character and appearance of the Area. Paragraph 5.9 of the MP Plan states, many areas have a clear architectural heritage, new developments in such areas need to fit in rather than stand out! The station building dates from 1933 and is a one storey building forming a key part of the area and will be dwarfed by a 6 or 7 storey building next to it. The provision of a new station entrance is completely unnecessary, as there are already two perfectly adequate step free station entrances, one on each side of the line. The proposed level of development will not even fit in with, or complement the fairly recent modern developments on the western side of Larkhall Road. It is well known that local people are vociferous in favour of keeping the village feel of the area around the station, and are totally against high rise blocks of flats slip bang next to the station, there are no other 6 or 7 storey buildings anywhere near here. It is clear from the proposed development, that consultations with local residents have been completely ignored.	We understand that there will be development of this site, but we feel that removal of a new station entrance from the proposals will allow a lower and less dense development of this site much more in keeping with the historic village feel of the area around the station.	Yes	I represent Highams Residents Association	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Natalie Hollowes				S459 - 472-510 Larkhall Road and James Road	No	No	No	It is not in keeping with the character of Highams park.	It is too high. Reduce the height!	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Patrick O'Neill				S459 - 472-510 Larkhall Road and James Road	Yes	No	No	New station entrance not required. Tall buildings an eyesore and will dominate the area. No parking provision is not practical. We do not want Highams Park to lose its current charm when the station is its central focus.		No	-	Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Paul Evans				S459 - 472-510 Larkhall Road and James Road	No	No	No Response	High rise buildings with little / no parking are detrimental to the area and would totally change the area for the worst.	Maximum height 4 floors, parking space under ground.	No	-	Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Slough Demetriou				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	None of the proposed plans make any mention at all to improvement to public transport. They only mention cycling, which isn't good enough and will leave cyclists, motorists and buses competing to use the already overly busy roads - especially around Highams Park where the roads are horribly congested on all directions since the level-crossing barriers are down.	We desperately need public transport improvements and better planning for the roads. The hands off attitude cannot continue, it seriously needs work. The barriers at Highams Park should be closed permanently, and the roads reconfigured with one way systems to allow traffic flow, and more trains per hour at Highams Park - higher capacity trains do nothing, it needs to be more frequent. This needs fixing before any new developments can be taken seriously.	No	Decision making seems to favour developers and be out of touch with the reality recognised by residents	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
										Yes		

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Jo Ann Richardson				S459 - 472-510 Larkhall Road and James Road	No	No	No	Height is above the Highams Park plan height guidelines.	Reduce height to align with surrounding buildings.		-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Kay Voller				S459 - 472-510 Larkhall Road and James Road	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-looked and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling - doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed: there have been no haafts or public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to MP residents!	No	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Aucilar				S459 - 472-510 Larkhall Road and James Road	No	No	No	No tall building should be built in this zone as it will destroy the spirit of HP and the low habitations already existing.	Only 4 floor maximum habitations should be built. And also keep the local companies in the ground floor.	No	Because I am living here and I use the local facilities and shops.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
James Moore				S459 - 472-510 Larkhall Road and James Road	No	No	No	The council does not take representations on board. Locals do not want more residential development in Highams Park. This is being ignored.	Remove this allocation.	Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of revenue to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.
Gillian Poulter				S459 - 472-510 Larkhall Road and James Road	No	No	No	This site has been designated as one with potential to build taller buildings. This site is at a prominent position in Highams Park, to build taller here is not compliant with the Highams Park Plan. Despite objections you have failed to co-operate with the wishes of the community living and working there.	This site borders the railway, however, so do residential properties on the other side of the track. This build severely impacts their quality of light and privacy, and has not been taken into account. It ignores the planning codes of the Highams Park Plan. You should listen to and take into account these codes and objections to make this a sound plan.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
David Aldridge				S459 - 472-510 Larkhall Road and James Road	No Response	No	No	High rise developments are not the answer and would not fit in with the character of the area. How can you ensure there is no conflict of interest when the former Labour council leader is now working for the development company?	Smaller developments only.	No	-	Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
										No		

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Michael And Pamela May				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	No	The inclusion of a new station entrance is unnecessary and will involve extra unneeded expense. The proposed height and density is contra to the village character of the area. There are no other 6 or 7 storey buildings close to the proposed development. Ergo, the new buildings will completely over shadow and dominate the area. The station is a one storey building and is a much loved and respected part of Highams Park. This development is 'wholly in breach of Highams Park Plan Policy CD2 with regards to character and design and, contrary to the extant and emerging Local Plan in which the overriding principles are stated as seeking to retain the character of the borough's historic neighbourhood'. This development is in danger of decimating the existing character of Highams Park District Centre and will do nothing to improve the area. We are in complete agreement with the comments and arguments put forward by The Highams Park Planning Group	Would like to see this scaled back to a more reasonable height and density. Would like for the village and community feel of the area to be protected both for existing and new residents. We are in complete agreement with the comments and arguments put forward by The Highams Park Planning Group		Are concerned about development of housing when there is no provision made for other infrastructure, ie schools, medical centres, transport, etc	Through the evidence published in the Character Intensification Study, The Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development at higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Simon Teppatt				S459 - 472-510 Larkhall Road and James Road	No	Response	No	Does not comply with the Highams Park Plan	Reduce the height. We do not want tower blocks!	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Patricia Overland				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	The new buildings will be too high and a totally inappropriate development at the heart of the village area of Highams Park. There is nothing approaching the 6/7 storeys that these would need to be and are much higher than the other new apartment blocks. A new entrance to the station would increase footfall around the, already busy, Larkhall Rd traffic island crossing area.	restrict the height of any new buildings which would make this more sound by not overpowering the local area to the detriment of the 'village' feel. abandon the idea of a further station entrance which will make the scheme less expensive and more viable without the need to build so high.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Clare Baumfield				S459 - 472-510 Larkhall Road and James Road	Yes	No	No	Development way too high and out of character with Highams Park. Please refer to the local plan put in place by HPPG that was 90% agreed with by local residents. All for local development but must be in keeping. We don't need another entrance to station.	support redevelopment of this site but at a lower level of density and missing than included in S459 and which respects the important character of the area around the station and provides design principles that mirror the architectural rhythm of the more modern Highams Green development on the other side of Larkhall Road. Removal of the unnecessary new station entrance/exit from the site allocation brief will improve the viability of the site and allow for a lower rise development with less units. To protect the character of the area around the station, the development should be four storeys abutting the station and rising to a maximum of five storeys further down at 472 - 474 Larkhall Road	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Russell Wellard				S459 - 472-510 Larkhall Road and James Road	No	No	No	This does not comply with the Highams Park plan. Knocking down a 1980s building with years of life left in it is hugely wasteful.	Height should be a maximum of 2 storeys in keeping with the rest of Highams Park. Architectural style needs to complement the existing Highams Park buildings. This is not an appropriate site for high density housing.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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				S459 - 472-510 Larkhall Road and James Road	No	No	No		Needs to be less high			Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S459 - 472-510 Larkhall Road and James Road	No	No	No	The height is not in keeping with the surrounding buildings, and in contravention of the Highams Park Local Plan, which the Council has agreed.	Reduce the height of all the buildings to four floors only.			Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S459 - 472-510 Larkhall Road and James Road	No	No	No		Maximum 3 stories	No		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S459 - 472-510 Larkhall Road and James Road	No	No	No	Buildings will be too high and not in keeping with the local area	Lower the building height	No	Important for local residents to be part of the process	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
				S459 - 472-510 Larkhall Road and James Road	No	No	No	Do you consider that the Local Plan Complies with the Duty to co-operate? Waltham Forests Proposed Submission Document LP2 dated 5th November 2021 does not comply with the Duty to Cooperate in at least four ways: [i] It is confusing to other agencies, and members of the public, that the SA numbers on the Reg 28 Local Plan are completely different from the SA numbers on the Reg 29 version. For example, the Larkwood Leisure Centre site is S454 in the Reg 28 version, but S462 in the Reg 29 version. Given it was a requirement of the government regulations that consecutive SA numbers, starting from SA1, are used in both documents, it would have been helpful if in the spirit of co-operation, for Waltham Forest to have included in the Reg 29 documents the Reg 28 numbers in brackets, say [The Master Plan document for the Larkwood Leisure site is (001) given as S454. Furthermore, unhelpful duplication occurs in Table 2, in the Sustainability Appraisal Framework Objectives document, that uses SA numbering (SA1, SA2 etc.) for each Objective. [ii] Hard copy forms have been provided in Borough Libraries for those without internet access, requiring the persons name, address, telephone and email. But these forms are probably not GDPR-compliant, as they do not state the use that will be made of the personal data (presumably that the name will be published along with comments, but the other details will be kept secure). [iii] The consultants appointed, ClearLead Consulting Limited, have not engaged with the complainants Park Neighbourhood Development Plan, that was supported by over 94% in a recent Council "run referendum. [iv] The "commongplace facility does not appear to permit responses except for those relating to (a) specific sites) - which the respondent has published on the website.		Yes		The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.

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David Smith				S459 - 472-510 Larkhall Road and James Road	No	No	No	This is horrid. It looks way out of place compared to other buildings in Highams Park and needs scaling back. People like years to save up and find areas they like, and it's key that when new buildings are added they fit with a surrounding area. Also, infrastructure must again, be considered, parking, schools, doctor's, transport.	New more than 3 stories high. Highams Park Plan Policy CD02 should be adhered to after HP06 was voted in.	-	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Development on all allocated sites will still need to go through a full planning application process in order to be approved.
Fiona Cousins				S459 - 472-510 Larkhall Road and James Road	No	No	No	This does not follow Highams Park plan		No	I don't really know what you mean? This consultation is too complicated, who is it aimed at? If residents, you should try again.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.  Development proposals will need to be in general conformity with the Highams Park neighbourhood plan in order to be found sound. This site will be reviewed to ensure this is the case and any amendments made as necessary.
Ian Burge				S459 - 472-510 Larkhall Road and James Road	No	No	No	It does not comply with the Highams Park Plan, why aren't you listening to local people who pay the Council Tax & elect the council	comply with HP 6 & provide local infrastructure to support new developments	Yes	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Ray Anderson				S459 - 472-510 Larkhall Road and James Road	No	No	No	Council's building houses over and above requirements. Why? One why Claire Coghil resigned, all plans muted under her watch should be scrapped.	Thorough investigation into council development planning as corrupt from top down. Does not benefit Chingford citizens at all.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
James				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	Yes	-	-	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Janet McCarthy				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes	I agree with the Highams Park Planning Group's response as below: The WPC considers this site allocation within the Local Plan to be unsound, as the inclusion of a new station entrance is unwanted and unnecessary and will cause development on the site to be of a height and density that will completely change the much loved village character of Highams Park District Centre. Our grounds for this allocation being unsound are, as follows: 1. To meet the housing targets proposed for this site, and the inclusion of a new station entrance will require building heights of up to 7 storeys. This fact is evidenced by planning application ID 20340 submitted to Waltham Forest Council which includes 68 flats, active ground floor space and a new station entrance. This application is for just one part of the site. 2. There are no other 6 or 7 storey buildings in close proximity to the Site S459 and because of this, the level of development proposed will be overly dominant and totally out of character with the surrounding buildings. During our consultation on the Highams Park Neighbourhood Development Plan (HP Plan) most residents were clear that they wanted the plan to include policies that would preserve the much-loved character of the Highams Park District Centre and that 'new development should fit in. We included policies in the HP Plan to meet this requirement and the HP Plan	I agree with the views of the Highams Park Planning Group, as below: The new station entrance should be dropped, as it is unnecessary given that there is already single level access to both platforms, so a third entrance is not needed. A new entrance is also most likely unusable, given that planning application ID0200 was withdrawn on 08th December the day before it was due to be considered by Planning Committee due to questions over how it would be funded, especially given TE's well documented financial problems. Removal of the cost of the station entrance will allow the re-development of the site to go ahead with a maximum height of between four and five storeys. That part of the development abutting the station should be no more than four storeys and any five storey elevations further down towards 488 Larkhall Road. Efforts should be made such that the design matches the four storey Highams Green Tesso Development on the other side of Larkhall Road to create a boulevard effect and better architectural symmetry. The Highams Park Planning Group supports redevelopment of this site but at a lower level of density and missing than included in S459 and which respects the important character of the area around the station and provides design principles that mirror the architectural rhythm of the more modern Highams Green development on the other side of Larkhall Road. Removal of the unnecessary new station entrance/exit from the site	No	I trust the Highams Park Planning Group to represent my views.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).

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Mr. William Farrow				S459 - 472-510 Larkhall Road and James Road	Yes	No	Yes		I object to the redevelopment of 472-510 Larkhall Road and James Yard on the basis that it completely dominates and therefore alters the entire character of the centre of Highams Park. Being in such a prominent position (in the centre of Highams Park), this proposed construction is far too high in relation to the surrounding flats and properties many built in the Edwardian era. I also agree with the objections to this development already submitted by the Highams Park Planning Group.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
-				S459 - 472-510 Larkhall Road and James Road	Yes	No	No		Loss of facilities with no provision to improve infrastructure.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Paul Burden				S459 - 472-510 Larkhall Road and James Road	No	No	No	I do not believe that the Council has (adequately) taken into account the Highams Park Neighbourhood Plan, which it is legally obliged to consider	The Local Plan site allocation for S459 ignores several aspects of the Neighbourhood Plan, in that it the excessive height of the development (7 storeys) will overshadow the whole of the centre of the neighbourhood, destroying its character, particularly in the way that it will dominate the single storey Victorian station	No	-	Any proposed development coming forward on this site will need to be in general conformity with the Highams Park neighbourhood plan in order to be found sound. This site will be reviewed to ensure this is the case and any amendments made as necessary.
Simon Binks				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	Yes			No	-	This response is noted.
				S459 - 472-510 Larkhall Road and James Road	No	No	No			No	-	This response is noted.
				S459 - 472-510 Larkhall Road and James Road	No Response	No Response	No Response				-	This response is noted.

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				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	Yes					This response is noted.
Cat				S459 - 472-510 Larkhall Road and James Road	No	No	No					This response is noted.
-				S459 - 472-510 Larkhall Road and James Road	Yes	Yes	Yes			No		This response is noted.
Amanda Smith				S460- Shall Garage Highams Park	No	No	No	We need a petrol station just building more housing causes other problems not enough parking, doctors, schools etc.		No		<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The Borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Wastewater and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Anthony G Thorne Lip				S460- Shall Garage Highams Park	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2022.</p> <p>19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must"</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 31, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>18(1) A local planning authority must"</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. But the rest of the area will also be subject to these increases and the proposed upset the natural air flows possibly result in pockets with even a higher concentration.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In fact it was realised in the 1930's that people needed space and New Towns were built with low density developments and green space. This is the 1930's.</p>	Yes	Because there are too many unanswered q's	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The Borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Wastewater and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Anthony G Thorne Lip				S460- Shall Garage Highams Park	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2022.</p> <p>19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must"</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 31, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>18(1) A local planning authority must"</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the ULEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the ULEZ charge. But the rest of the area will also be subject to these increases and the proposed upset the natural air flows possibly result in pockets with even a higher concentration.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1967 tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density lead to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In fact it was realised in the 1930's that people needed space and New Towns were built with low density developments and green space. This is the 1930's.</p>	Yes	Because there are too many unanswered q's	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The Borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Wastewater and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.136 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>

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				S460- Shell Garage Highams Park	No	No	No					<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Laurance O'Neill				S460- Shell Garage Highams Park	No	No	No	The Shell garage is much needed petrol station serving Chingford and Highams Park areas.	no modification required the petrol station is needed in it's current location		Local residents should be heard and listened to. All proposals should be accompanied by an appropriate budget figure so local residents can see how much of their council tax is being used/spent	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Beryl Lough				S460- Shell Garage Highams Park	No	No	No	This is the only petrol station serving Chingford and Highams park and would force extensive traffic in oak hill Woodford green	None	Yes		<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s.106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Paul Willard				S460- Shell Garage Highams Park	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban/semi rural in terms of buildings and green spaces. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. They have no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries. This is already a problem with the existing development and will be substantially worsened and schools provision. It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	No		<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and health/care facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

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Steven Phillips				S460- Shell Garage Highams Park	No	No	No	I do not feel any more homes should be built in Highams Park and South and North Chingford as we do not have the infrastructure such as additional schools, nurseries, GP surgeries or hospitals as the site is open with additional people living in the areas. We as existing residents are already struggling to see a doctor or visit Whippes Cross Hospital without considerable wait times now. Schools are over filled based on the current teacher/pupil ratio. I have not even mentioned the additional traffic and parking problems extra homes will cause.	Create more GP surgeries, more hospitals, more schools to start with before building any more new homes in this part of the borough.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes in Greater London over the next 30 years.  The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Whippes Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2018, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3: Infrastructure for Growth. The present Whippes Cross Hospital has been in operation for well over 100 years and as such finds the ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character lead, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.
Paul Leahy				S460- Shell Garage Highams Park	No	No	No			No	-	This response is noted.
Mike Chrimes				S460- Shell Garage Highams Park	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.  Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendments to the plan may be rejected for failing to comply with "rules that are not transparent to consultees.  Consultation on the site allocation LPA element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan LPA for 2020-2025. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point-scoring, while officers have been subject to about making orderly meetings difficult. It is difficult to determine whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.  One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had an artificially low number, represented by the number of attendees shown, or have been difficult to get into online.  In general however it has been apparent both from LPA and what has been stated at consultation meetings, a major driver for the reevaluation of development across the borough has been a housing target of c. 1800 homes per while WFT has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More	Clarify in how this aligns with the Highams Park Plan is essential. With reference to site S460 the chief driver in bullet point order is to provide 10 homes homes. It is unclear whether this is justified alongside the loss of local employment occasioned by the development, despite the commitment to non-residential floorspace.  This site is one of a number of "garage/motor vehicle sites considered for development. The borough's strategic objectives refer to the provision of a variety of employment opportunities. Individually this might not represent a great loss of a facility or vehicle related employment, but there needs to be holistic view of the demand for such sites across the area, which is far more motor vehicle dependent than southern Waltham Forest.  Most comments on the site stress the need for a garage in this area. The development guidelines refer to enhanced pedestrian and cycle connectivity, but work on cycle routes locally at this point has already been carried out.	No	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/ fact finding, the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.  Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Mapping on regulatory or national planning barriers to delivery. • Delivery partners who are signed up to it, and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored.  The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure projects, although it is important that policies are flexible, the OPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.  Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.  Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Simon Banks				S460- Shell Garage Highams Park	Yes	Yes	Yes			Yes	-	This response is noted.
Jane Mulrady				S460- Shell Garage Highams Park	No	No	No			No	-	This response is noted.
James Christopher Trivedi Sarjimon				S460- Shell Garage Highams Park	No	No	No	This plan is unsound in that it removes a vital commercial provision from a viable area. It is the only parking filling station in Highams Park and its use is considerably greater than similar provision in that wider area. It increases the population in the area which has a shortage of medical care, social care and schooling.	Delete this proposal	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan Infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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				S460-Shell Garage Highams Park	No	No	No			-	-	This response is noted.
Steven Philips				S460-Shell Garage Highams Park	No Response	No	No	I do not feel any more homes should be built in Highams Park and South and North Chingford as we do not have the infrastructure such as additional schools, nurseries, GP surgeries or hospitals to be able to cope with additional people living in the areas. We as existing residents are already struggling to see a doctor or visit Whiggs Cross Hospital without considerable wait times now. Schools are over filled based on the current teacher/pupil ratio. I have not even mentioned the additional traffic and parking problems extra homes will cause.	Create more GP surgeries, more hospitals, more schools to start with before building any more new homes in this part of the borough.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Whiggs Cross Hospital is important infrastructure asset for the borough and the wider sub region. Both Barts Health NHS Trust and the Council understand that hospital needs investment and modernisation to ensure that it is fit for purpose and it can improve the care patients receive. The hospital will receive funding through the Government's £2.7 billion Health Infrastructure Plan, announced in 2020, to create a new state-of-the-art hospital. The principle for delivering the new hospital is set out in Policy 3 - Infrastructure for Growth. The present Whiggs Cross Hospital has been in operation for well over 100 years and its continued ability to provide residents with the level of healthcare required increasingly challenging in aged buildings. The new hospital will be built to a design optimised to be much more efficient for the operation of a modern hospital facility whilst retaining the same number of beds. The development planned for the planning for the hospital site due to its location is character lead, which allows a new state of the art hospital to be delivered alongside new housing and allowing the key historic features of the existing hospital building and landscape to be retained, preserved and enhanced.
Lloyd Parkinson				S460-Shell Garage Highams Park	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc	build homes to height of existing buildings, provide parking, healthcare, education, etc.	No	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulators in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Catherine Casey				S460-Shell Garage Highams Park	No	No	No	I don't believe the consultation has been adequate or thorough. The almost entirely online nature of it has excluded many Chingford residents, many of whom don't even know its happening. The site Allocation document suggests one amount of potential development sites whereas the later version shows a greater number. This is misleading. Instead of projecting a large number of homes in a busy urban location overlooking a train track, the council could, for example, redevelop the Aldridge Way housing estate, incorporating the same number of homes in a purpose-built development. Finally this projection runs entirely contrary to the recently adopted Highams Park plan, almost unanimously approved by residents and councillors.	The number of units should be reduced, the height of the buildings should be greatly reduced and adequate leisure, GP and parking facilities should be incorporated.	Yes	if like to explain how busy the consultation has been conducted and how obscure the questions are, so that any further submissions not be misinterpreted	This response is noted.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The consultation was carried out in accordance with the regulators in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold engagement events online.
Mike Turpin				S460-Shell Garage Highams Park	No	No	No	It does not conform to the HPPG plan accepted by LBWF	Conformance to the HPPG plan in terms of height and design.	Yes	To ensure that LBWF comply with the approved Local Plan.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.
										Yes		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Angad Ohariwal				S400-Shell Garage Highams Park	No	No	No			No	-	This response is noted.
				S400-Shell Garage Highams Park	No	No	No			No	-	This response is noted.
G M Ford				S400-Shell Garage Highams Park	Yes	Yes	Yes			No	-	This response is noted.
Jan Ashley				S400-Shell Garage Highams Park	No Response	No	No Response	The petrol station is the only one in the neighbourhood. It also offers a car wash. It would reduce amenity for existing residents and businesses including those who do not have facility for car washing at their residence. These car washes are much more water efficient and environmentally friendly than individuals washing cars on the street or driveway.	Do not identify this location as suitable for development	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
				S400-Shell Garage Highams Park	No	No	No			No	-	This response is noted.
James				S400-Shell Garage Highams Park	Yes	Yes	Yes			No	-	This response is noted.
Mike Turpin				S400-Shell Garage Highams Park	No Response	No	No	The plan should comply with the NPPF plan and ensure that any development is not as high as the Tesco building. It has not been explained anywhere that I have found why a new station entrance is required.	Any development must comply with maximum height restrictions and fit in stylistically with the local style.	No	It ensures that LBWF comply with the approved Local Plan.	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Tom Wise				S400-Shell Garage Highams Park	No	No	No	We need this petrol together plus the associated retail. Over development has already taken place in this immediate area with increased pollution and congestion. There is already a shortage of parking for the station and retail in the area since the previous development took the station car park for housing. Surely enough is enough.	leave well alone	Yes	Because WFC consistently ignore local resident views in Chingford. They seem to want to penalise us for electing the wrong MPs	The Council sets out its strategy for managing change in the Borough's Town Centre, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Local Plan will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  This response is noted.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new urban environment of congestion, parking problems and improve air quality.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Sarah Wood				S400-Shell Garage Highams Park	No	No	No	The plan does not adhere to the locally agreed Highams Park plan which protects the character of Highams Park. Building above 3 stories is not justified. Houses with gardens are needed in Highams park not more flats. Also, this is the only petrol station in the area.	Keep the site as a petrol station. If change of use is approved keep height of proposed development to below the tree-line.	Yes	-	Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
David Haskewitz				S400-Shell Garage Highams Park	No Response	No	No Response	Once again, cramming people into small spaces...what about places for schools, doctors, hospitals etc		No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Malcolm Drykles				S400-Shell Garage Highams Park	No	No	No	Petrol stations are all of a similar design, with residential areas kept as distant as possible. The forecourts are designed for the rapid evaporation of spillages. There have been many serious fires at petrol stations. There are carcinogens present in petrol and there is a persistent smell of petrol downwind of all petrol stations. <a href="https://www.hsa.ie/eng/Pages/Industry/Petrol_Stations/Fire_and_Explosion_Risks_in_Service_Stations.pdf">https://www.hsa.ie/eng/Pages/Industry/Petrol_Stations/Fire_and_Explosion_Risks_in_Service_Stations.pdf</a>	This area is most unsuitable for housing. The Fire brigade should have been consulted.	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.

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				S400- Shell Garage Highams Park	No	No	No	NO COMMENT	This is the only "local" petrol and must remain.		-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Kay Anderson				S400- Shell Garage Highams Park	No Response	No	No	Well used garage and stocks E5 petrol which supermarkets now don't. Not that there will be any supermarkets in South Chingford if this development and council get their way.	Full transparency as to who benefits as council is building above and beyond Sadeq's proposals and the local residents are certainly not benefiting.		-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Victoria Johnson				S400- Shell Garage Highams Park	No	No	No	Poorly designed and not in keeping with area - it will destroy the remaining edge and low rise feel of the area. Dominating the site line and ruining an otherwise pleasant place to live.	Less floors smaller scale and please design something either cutting edge and ecologically sound or to fit in with the surrounding area taking cues from the high street which has shaped the feel of the area for many years before the Tesco. Give more space to the open areas - DO NOT go above the height limit has set with its buildings.	Yes	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The London Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Kay Voller				S400- Shell Garage Highams Park	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-looked and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling- ie doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed- there have been no leaflets or public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents!		-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provisions for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Kay Voller				S400- Shell Garage Highams Park	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-looked and will experience loss of privacy, and loss of natural light. There will be additional demand for local amenities where existing are already struggling- ie doctors, dentists & schools. Local infrastructure is never considered! There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed- there have been no leaflets or public meetings to advise residents, only an online Zoom meeting which is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents!	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provisions for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Andrew Fearon				S400- Shell Garage Highams Park	No	No	No	Absolutely preposterous to fit in this amount of housing without parking and with the local infrastructure already struggling	We need the petrol station and shop not replacing with. More housing	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
John Aulis				S400-Shell Garage Highams Park	No	No	No	The height of the proposed buildings is too high. The plan is not compliant with the Highams Park Local Plan which the Council agreed to.	Reduce the height of all buildings to four stories.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car but to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  Development proposals will need to be in general conformity with the Highams Park neighbourhood plan. This site will be reviewed to ensure this is the case and any amendments made as necessary. All development coming forward from this site allocations document will be subject to the full planning application process.
David John Anderson				S400-Shell Garage Highams Park	No Response	No	No	Tecoo building was bad enough, they only got permission due to the offer of affordable housing.	leave as a station	No	simply to judge	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Jeremy Jackson				S400-Shell Garage Highams Park	No	No	No	It is the only petrol station in Highams Park	Keep Shell petrol station where it is.	Yes	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Graeme King				S400-Shell Garage Highams Park	No	No	No	The only petrol station in Highams park explain to me where do vehicles refuel or recharge if you live in the area	Retain the petrol outlet	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Dan Lamb				S400-Shell Garage Highams Park	No	No	No	I can't believe any local plan can be compliant when all you want to do is build more and more houses. By removing the garage you will make us residents leave the local area just to buy petrol!	-	No	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Russell Wetland				S400-Shell Garage Highams Park	No	No	No	Doesn't comply with the Highams Park plan.	Stop over development, we need less concrete and more green areas for nature.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Timothy Boyle				S400-Shell Garage Highams Park	No	No	No	LBWV Please stop acting like a property developer the petrol station and shop are valued and used Highams Park has green enough to your crusade for more housing based on needs that may well be out of date	-	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

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EA RQ2				S402-Shell Garage Highams Park	No	No	No	Area already heavily populated. Need petrol station/ car wash/ gas/air station. Over crowding an already condensed area		-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
-				S402-Shell Garage Highams Park	No	No	No	Leave as alone you just want to build build build with no thought of schools, doctors and traffic.		-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.
Gary				S402-Shell Garage Highams Park	No	No	No	It will drastically increase the number of people and vehicles in a small area		-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Miss Vignali				S402-Shell Garage Highams Park	No	No	No	LBWV have lied to all residents and not informed us with enough time	See the above. You think that the residents are stupid well we are NOT	No	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. During these consultation events, the Council has accepted representations sent through the portal, email and assist.
A Harber-Rully				S402-Shell Garage Highams Park	No	No	No	This level of development is in breach of HP Plan Policy LDP2 and will ruin the existing character of Highams Park District Centre. The Highams Park Planning Groups view is based on extensive consultations with local people over the past eight years and concluded that local residents value the suburban character of the area surrounding Highams Park Station and do not want to see it dominated by incongruous blocks of flats above 4 and 5 storeys which will give the area a much more urban and inner city feel.  The proposal for a new station entrance is included in the site allocation even though there were many objections submitted during the Council's initial L2P consultation, that a new station entrance was not wanted if it meant high rise development by the station.	No additional exit to Highams Park station, keep developments to 4 storeys, no higher. Certainly not higher than the Tesco site opposite or you will ruin our town centre.	-	It's my local area and I want to be kept informed	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  This response is noted.
Miss Vignali				S402-Shell Garage Highams Park	No	No	No	Rubbish plans no consideration given to local residents	As above	Yes	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
				S402-Shell Garage Highams Park	No Response	Yes	No Response			-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
Cathy Houlden				S402-Shell Garage Highams Park	No	No	No	Just disagree with the changes	No changes needed especially tower blocks	-	-	This response is noted.

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Antonio Zeakis				S460-Shell Garage Highams Park	No	No	No			No	I wish to be rejected altogether.	This response is noted.
Robert Deering				S460-Shell Garage Highams Park	No Response	No Response	No Response			Yes	I would like to participate in the decisions taken in the development of the town where I live.	This response is noted.
				S460-Shell Garage Highams Park	No							This response is noted.
Miss Vignati				S460-Shell Garage Highams Park	No							This response is noted.
Miss Vignati				S460-Shell Garage Highams Park	No							This response is noted.
Miss Vignati				S460-Shell Garage Highams Park	No							This response is noted.

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Miss Vignati				S400 - Shell Garage Highams Park	No					-	-	This response is noted.
A Ross				S400 - Shell Garage Highams Park	Yes	Yes	Yes			-	-	This response is noted.
				S400 - Shell Garage Highams Park	No Response	Yes	No Response			No	-	This response is noted.
James Moore				S400 - Shell Garage Highams Park	No	No	No			-	-	This response is noted.
A Ross				S400 - Shell Garage Highams Park	Yes	Yes	Yes		Text	No	-	This response is noted.
Valen Ejaru				S401 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The plan is seeking to build more homes than required by the London Plan. To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause "harm" (in planning terms) to existing residents who will suffer the consequences of overlooking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents. These proposed developments cannot be delivered with policy compliant levels of affordable housing. Without parking these proposed developments will disadvantage older people. The consultation I issued as a non-officer residents have not had a chance to comment as they received no leaflets advising of the plans. There has been no public meeting.	DONT WANT THIS SITE DEVELOPED AT ALL. we will lose all the existing facilities while its being built. should our wishes be ignored, then any building would have to be... no high rise, no overlooking/over shading existing homes, provide parking for ALL new residents, plus replace the facilities (gym,chivester/tenis etc and existing car park for everyone to use. provide additional doctors, hospitals, dentists and schools etc, all for new residents.		we all want to be involved... this is our life!	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocation responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough. The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of parks pitches. The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and other amenities.
Daniel Drew				S401 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	What is this legal mumbo jumbo? Trying to put people off from being against the plans?? Shame on you This plan involves shutting down 2 leisure centres in Chingford. This will have a massive negative impact on the community	You must keep the leisure centres. What will be left for the local Chingford community to get fit/ stay healthy/improve mental health? The answer is nothing will be left	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and other amenities. In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: <b>Positively Prepared</b> This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. <b>Justified</b> This means that the Local Plan should be based on a robust and credible evidence base involving: <b>Research/ fact finding</b> - the choices made in the plan are based on facts. <b>Evidence of participation of the local community and others</b> having a stake in the area, and <b>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives.</b> These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. <b>Effective</b> This means the Local Plan should be deliverable, requiring evidence of: <b>Sound infrastructure delivery planning;</b> <b>Having no regulatory or national planning barriers to delivery;</b> <b>Delivery partners who are signed up to it; and</b> <b>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</b> <b>The Local Plan should be flexible and able to be monitored.</b> The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. <b>Consistent with National Policy and in general conformity with the London Plan.</b> Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process. The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.
Brian O'Leary				S401 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response	The proposal is unsound because 1. The assessment of housing need and scale of housing growth is inconsistent with and not in general conformity with the London Plan. In its own Feb 2025 Strategic Housing Market Assessment, CLP (p83-10), the Council agrees in favour of GSA projections to that of the ONS. The Council then decided it needed to amend the London Plan's targets by increasing the Borough target by 14%. This has been without explanation never mind consultation. Arguably even the London Plan's own projected need could be met if only based on their own ONSA. This extrapolated previous trends. However many of the original causal influences have been reversed post Brexit and with Covid. If as a result the current trend growth has weakened, the ambition for more homes in London, and particularly in Waltham Forest, needs to be scaled back. Consequently the scale of the current proposal needs to be revised. 2. This location has notorious poor transport links. Addressing this issue should be a necessary condition for any development, never mind one of this intensity. This is a supposed condition of LP1 policy 4B. 3. Another prior condition would be sufficient social infrastructure to support this increase in population. The Council has failed to reassure residents that adequate schools, GPs and other community facilities can and will be provided. LP1 Policy 4E is inadequate and not reassuring in this regard. 4. The current leisure facilities, Gyms and Pools, are valued by the local community and are quite modern. There is a cause to doubt that any future redevelopment would guarantee their replacement in kind. These facilities are given credence by the Council's own stated Strategic Policy intentions in LP1, notably Policy 39 'Heritage of Centres. This Policy states that Waltham Forest Town Centre "... is the Borough's principal and economic hub. It will be the focus for investment in major... leisure, culture and tourist and other main town centres". Chingford Mount and the surrounding area is in need of an upgrading of the social and built realm and not the unbalanced removal of the amenities which Policy 39, 40, and 41 are intended to deliver.	None feasible without prior improvements to the transport and public provision in the area, as well as the Council revising its unbalanced Town Centre Strategy privileging WTC.	No	To ensure views fully considered	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: <b>Positively Prepared</b> This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. <b>Justified</b> This means that the Local Plan should be based on a robust and credible evidence base involving: <b>Research/ fact finding</b> - the choices made in the plan are based on facts. <b>Evidence of participation of the local community and others</b> having a stake in the area, and <b>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives.</b> These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. <b>Effective</b> This means the Local Plan should be deliverable, requiring evidence of: <b>Sound infrastructure delivery planning;</b> <b>Having no regulatory or national planning barriers to delivery;</b> <b>Delivery partners who are signed up to it; and</b> <b>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</b> <b>The Local Plan should be flexible and able to be monitored.</b> The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as a lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. <b>Consistent with National Policy and in general conformity with the London Plan.</b> Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process. The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Mr John Whitehead				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-loaded, loss of privacy, daylight/hourly, additional demand for parking. Consultation flawed as no 100% public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitalists, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.	Yes	So I am aware of the changes proposed in the local area	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/fact finding, the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Mike Chrimes				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules" that are not transparent to consumers. Consultation on the site allocation (LP2) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LP1) for 2020-2035. This has coloured the views of many attending the other online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, meet minded businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from LP1 and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 3200 homes pa. While LBWF has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing intensification are brownfield sites. I do not see that leisure provisions will be replaced like for like. The fact that no new car parking spaces will be provided will place stress on the surrounding streets and there are no new GP places forecast. Chisgrove is exceptionally badly served in terms of public transport and the amount of housing projected would place further stress on what little there is.	Public consultation on this site exposed council officers, attempting to run an online meeting, to inappropriate comments, but revealed strong local ambivalence to the development of this site for housing and highlighted an inherent dichotomy between the council attempts to provide more housing through more intensive development, and its strategic objective of preserving and enhancing the historic and natural environment. The current site allocation brief represents a considerable backtracking on the scale of housing development presented to the public, the latter being reflected in the many adverse comments on the site allocation, and could be seen as evidence the council planning department have listened, particularly with the local green space designation. However there are strong arguments against inclusion of this site in the Borough Plan for the next 15 years: Most of the buildings on the site are relatively modern, and represent considerable investment by their owners/tenants which they are unlikely to want to relinquish in the time frame, without their demolition the site is too small for a housing development. In its strategic objectives the Council makes much of its commitment enhancing the Borough's natural environment, promote citizens life chances, provide a variety of development, and also elsewhere the concept of a 15 minute city. The facilities on this site provide a range of leisure facilities within 15 minute reach of much of the north of the Borough - swimming, gym facilities. These facilities were hard won, the former site being earmarked in a planning void for years. There can be no guarantee that this would not happen again if the existing facilities were demolished, setting back achievement of a 15 minute city. This site should be removed from the Local Plan	Yes	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	The Council's Examination in Public consultation and comments were undertaken with stakeholders through and other public bodies in accordance with the requirements of the Local Plan Document. In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/fact finding, the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Catherine Casey				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It is not clear that all sites selected for housing intensification are brownfield sites. I do not see that leisure provisions will be replaced like for like. The fact that no new car parking spaces will be provided will place stress on the surrounding streets and there are no new GP places forecast. Chisgrove is exceptionally badly served in terms of public transport and the amount of housing projected would place further stress on what little there is.	This site should be removed from the Local Plan	Yes	Id like to explain how badly the consultation has been conducted and how obscure the questions are, so that any further submissions not be misinterpreted	The site allocation equipment ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The site allocation equipment ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and land to generate high numbers of private car/prohibited while trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Nina Loufelle				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No Response	No Response	I don't know the rules that make it legally compliant.		Yes		The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/fact finding, the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barriers to delivery; • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan.

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Tacy Farrer				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	<p>There is a covenant against it meaning it should be for recreational purposes only (ie not residential); they have given us no public meeting, they haven't published the</p> <p>There is a covenant against it meaning it should be for recreational purposes only (ie not residential); they have given us no public meeting, they haven't published the consultation enough, for example, mailing neighbouring households and advertising other than online (which has excluded the elderly) - it wasn't even given a mention in the Local Plan News.</p>	<p>There is a covenant against it meaning it should be for recreational purposes only (ie not residential); they have given us no public meeting, they haven't published the</p>	-	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure to meet the need.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, leisure and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility are come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality. Additionally, Wattham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 25-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>	
Karen Magill				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	<p>I do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period, because the commercial sites on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area.</p> <p>High rise development would not fit in with local surroundings.</p> <p>There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned.</p> <p>Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.</p> <p>If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.</p> <p>I feel it would be a waste of money and bad for the environment demolishing newly built facilities.</p>	<p>do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period, because the commercial sites on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area.</p> <p>High rise development would not fit in with local surroundings.</p> <p>There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned.</p> <p>Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.</p> <p>If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.</p> <p>I feel it would be a waste of money and bad for the environment demolishing newly built facilities.</p>	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure to meet the need.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>	
Terry Milnes				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	<p>There are so many but this space isn't big enough to list them all, here are a couple -</p> <p>1800' should be seeking to preserve the 'Local Character' of the area - residents close to move to Chingford &amp; Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build flat blocks of flats and urbanise the area which is the Epping Forest.</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg S46) states 12,440 new homes over 20 years and 1800' is proposing 27,000 new homes to 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space?</p> <p>Also, the housing targets in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the north as part of the levelling up programme.</p> <p>The majority of the new properties are flats, the Forebirds has shown that families want house with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Wattham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this type of property is provided and sustained (not allow them to be converted to houses), so that residents do not have to move away from their support network of family and friends to live in a property they feel is future proofed for them.</p> <p>Delivery of housing targets should not be delivered in such way as to only provide minimum standards and should not be expected in such an unbalanced manner, unless otherwise specified in the document.</p> <p>The question fails to provide a definition of the area to which the plan should apply being The Town and Country Planning (England) Regulations 2022.</p> <p>18. Before submitting a local plan to the Secretary of State under section of the Act, the local planning authority must</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations, procedures and a statement of the fact that the proposed submission documents are available for inspection and the places and times at which they are inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 35;</p> <p>18(12) 'A local planning authority must'</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are'</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Chingford needs good quality houses with gardens in keeping with the area. An Infrastructure to accommodate the additional residents and sympathetic buildings.</p>	no one is listening to the residents of Chingford -!!	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).</p> <p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council is committed to playing a part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality.</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>	
Anthony G Thorne Lip				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Domestic Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these have not been removed do have no doubts as well there is other which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. The rest of the area will also be subject to these increases and the proposed quiet the natural air flows possibly result in pockets with even higher concentrations.</p> <p>Wattham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problem with the Chingford Hall Estate where the S460 tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It is the same realised in the 1930's that people needed space and New Towns were built to reduce the density and improve quality of life.</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Domestic Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these have not been removed do have no doubts as well there is other which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LEZ zone and downwind of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the LEZ charge. The rest of the area will also be subject to these increases and the proposed quiet the natural air flows possibly result in pockets with even higher concentrations.</p> <p>Wattham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problem with the Chingford Hall Estate where the S460 tower block was removed as there were major problems with all the matters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It is the same realised in the 1930's that people needed space and New Towns were built to reduce the density and improve quality of life.</p>	Yes	<p>Because there are too many unanswered q</p> <p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing a part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new delivery of congestion, parking problems and improve air quality. Additionally, Wattham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires that utilises infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilises infrastructure capacity to adequately support their proposal. Additionally where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an L100 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>	



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Karen Muggill				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>I do not believe the allocation of this site meets the test of being "justified" because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "affordable" as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area.</p> <p>High rise development would not fit in with local surroundings.</p> <p>There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned.</p> <p>Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.</p> <p>If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.</p> <p>I feel it would be a waste of money and bad for the environment demolishing newly built facilities.</p>	<p>I do not believe the allocation of this site meets the test of being "justified" because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "affordable" as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area.</p> <p>High rise development would not fit in with local surroundings.</p> <p>There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned.</p> <p>Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.</p> <p>If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.</p> <p>I feel it would be a waste of money and bad for the environment demolishing newly built facilities.</p>	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.</p>
Rabbecca Boylen				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	<p>The two gyms and swimming pools are not being included in the two plans to accommodate this.</p> <p>Lower buildings otherwise the local area is compromised and it is out of character.</p>	<p>Two large pools and gyms plus additional parking. Less housing to accommodate this.</p> <p>Lower buildings otherwise the local area is compromised and it is out of character.</p>	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Richard McGarry				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>Disregarding the views of local people and current users of the leisure facility. No parking onsite which will add to problems on nearby roads, because whether Ctr. Miller or Ctr. Lookes like it or not there will still be a large number of inhabitants who will own and use cars.</p>	<p>The proposed development should not go ahead at all. The current LBWF council seem to have an agenda of building high rise homes not friendly to family living throughout the Borough.</p> <p>Any LBWF led development or private development endorsed by LBWF should be no more than 3 floors in height with a maximum of 20 units otherwise it will be a creation of modern day ghetto type accommodation that residents were swarming to get out of back into the late 60's and 70's.</p> <p>Have the lessons not been learnt.</p>	No	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
David Bacon				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>These developments are not in keeping with the area. There are no parking provisions in an already built up area. Existing residents will be overlooked. Consultation flawed - no listening or meeting to discuss. Very underhanded within the letters of the law. Shortage of doctors hospitals and schools. Our child got the 4th choice school. Not good enough</p>		No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a newsworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2024. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a table in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>

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Mustafa Kurbula				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy with an additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, dentists etc			Because these policies have been conducted in health, with minimal input given to local residents	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Terry Milnes				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not enough consultation - those older residents do not have a voice as cannot access social media or may need assistance to understand the absolute jargon used !!	As above	Yes	no one is listening to the residents of Chingford !!	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Karen McGill				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective" as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on the site without a form of development which is harmful to the character of the local area.  High rise development would not fit in with local surroundings.  There is no other extra infrastructure; doctors, hospitals, schools, dental practice planned.  Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.  If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.  I feel it would be a waste of money and bad for the environment demolishing newly built facilities.	do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective" as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on the site without a form of development which is harmful to the character of the local area.  High rise development would not fit in with local surroundings.  There is no other extra infrastructure; doctors, hospitals, schools, dental practice planned.  Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces.  If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings.  I feel it would be a waste of money and bad for the environment demolishing newly built facilities.	Yes	-	Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
Mark Knowles				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/night, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	build homes to height of existing buildings, provide adequate parking, healthcare, education etc.	No	We need to know what is planned as we may believe it to be unsuitable and need changes made.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.

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D Nurse				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with the policy compliant levels of affordable housing. There are no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-sited, loss of privacy, loss of daylight/sunlight, additional demand for parking, additional traffic congestion and pollution, and loss of green space. The consultation is flawed as there has been no public meetings to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools.	Build homes and structures to the height of existing buildings. Developments should be in keeping with the area. Provide necessary parking and amenities. Provide additional services to support developments such as education, transport links, healthcare and education.	No	-	<p>Through the evidence published in the Character Interimification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
D Nurse				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The proposed developments would be out of keeping with the area, they cannot be delivered with the policy compliant levels of affordable housing. There are no parking provisions, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over-sited, loss of privacy, loss of daylight/sunlight, additional demand for parking, additional traffic congestion and pollution. The consultation is flawed as there has been no public meetings to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists and schools.	Build homes and structures to the height of existing buildings. Developments should be in keeping with the area. Provide necessary parking and amenities. Provide additional services to support developments such as education, transport links, healthcare and education.	No	-	<p>Through the evidence published in the Character Interimification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Y Ade				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No proper consultation with local residents. Proposal not in keeping with visual amenity. Local residents will be overlooked. Pressure on local amenities. Too many homes without adequate infrastructure.	Leave site as is. Proposal will ruin green areas and much needed recreational space.	No	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p> <p>Through the evidence published in the Character Interimification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,480 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p>
Cheryl Tago				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Living in this area parking is already tight already. When my Mother was heavily pregnant and another person had parked in front of the house and my Mum had asked them to move they refused to. So we had to walk a very long distance instead. Now imagine how it would be with 200 new homes near us. This is completely unacceptable. There are several elderly people living near by the area and this would cause a lot of distress to their lives. There will be a lot more traffic around the roads. More traffic leads to more pollution. Which is shameful on the borough's part because as a borough you have such a big impact and push for sites low emission zones but you yourselves are practising the opposite. How do you expect people to take you seriously. This is not the way forward and not wanting to see the big impact you would have on many people's lives	There are no modifications just to not continue this project	No	-	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations represents an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directly planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of benefit for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.</p>

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Deanne Opel				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no facilities/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build to existing height of local buildings and provide schools, doctors, dentists, parking etc to cope with the extra homes		Everything should be open for the public to participate in	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Terry Miles				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Protected area which has a covenant. Little public consultation which has not been accessible to many older residents. Reduce public facilities and no provision for parking! Proposal is totally out of character the the surrounding residential dwellings.	Do not develop this area. It is protected!	Yes	no one is listening to the residents of Chigford!!	<p>This response is noted. The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The site allocation requirement ensures the provision of leisure use. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Paul Wellard				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	These proposals are completely out of keeping with the character of Chigford. The area is predominantly low-rise suburban/semi-rural in terms of buildings and streetscape. In addition these tall buildings will overlook existing properties and have a serious detrimental effect on privacy. There is no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision. It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of their proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	Yes	-	<p>Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.</p> <p>Through the evidence published in the Characterisation and Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Would be out of keeping with the area. With no parking provision in a location already under provided with parking spaces. The proposal is to build more housing than required by the London plan.	Build homes consistent with the local streetscape. Provide homes with private gardens and parking.	-	-	<p>The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025).</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/22. The original draft London Plan figure was equivalent to approx. 3,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,610 new homes per year, as well as the London Plan identified need for 6,000 homes per year across London.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response		
Conservative Councillors (General)				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre				In our previous response, we supported the local campaign to designate part of the site as  Local Green Space and we are pleased that this has been accepted. A petition in support of that and asking that any development of the site replaced the leisure facilities and that houses for families were built rather than flats, and that the height of the existing buildings was not exceeded was submitted as part of the earlier submission. In order to gather more fine-grained responses on these issues, we asked local residents to complete a survey asking individual questions. A report on the responses to that survey is attached. In summary 93% of the 397 respondents did not want this site included in the Site Allocations; there was an even spread of responses as to which of the existing leisure facilities people wanted to see replaced; support for the inclusion of more non-residential uses on the site; 80% (344) of respondents said the proposed allocation of 200 was too many; 80% of respondents wanted to see large family houses or smaller houses, not flats, built on this site; almost no respondents wanted to see buildings taller than four storeys and most wanted a maximum of two storeys; it is our view that the designation of this site is therefore not "effective" because it is not possible to replace the leisure facilities and provide policy compliant affordable housing with any form of development which would be remotely acceptable or policy compliant. We do not believe the parallel masterplanning exercise has demonstrated viability, even with a form of development which is densely residential and which is of keeping with the character of the area. Again, there is no CPZ in this area and poor public transport, so it is likely developers would seek "exceptions" consent to include parking, further damaging the viability of the scheme.						This is noted.
Jackie Heale				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	There is a covenant on this land that states it is for recreational use for the people of the area and is not to be used for residential. There has been no leaflets delivered to local residents or any notices in the Wartham Forest area regarding this development. The main source of information has been online. This excludes a lot of elderly residents and those that are tech poor. There is no indication given of how the existing infrastructure will be extended to deal with the extra drain on its services.	Full public meetings should be held as all covid restrictions have now been lifted. These should be widely advertised through all mediums to reach the most people. Adequate notice of these meetings should be given and several should be held at different times to make them accessible to all who wish to attend. It goes without saying the venues must be completely accessible. A full explanation, including all legal aspects should be explained regarding how the covenant on the land plans to be legally overturned in order to continue with the development proposal. A detailed proposal on the planned improvements to be made to the local infrastructure including school places, doctors surgery etc. At a time when our local hospital is going to have less beds more residential homes are being planned. Traffic management must be addressed. New Road is overused now. I appreciate as a council you hold the view that residents should not own cars, and as commendable as this maybe the council cannot stop residents owning, using, and parking cars. Enforcing CPZ parking zones is not the answer. This penalises existing residents so that the council's idea of providing no parking spaces for new developments and reducing the number of cars can be funded. New residents will have cars, will need to park them and this could cause problems in the area.			This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.		
Karen Nash				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overcrowded, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.			There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The London Plan (2021) sets a 10 year minimum housing target for Wartham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.		
Stephen Tyler				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be overcrowded, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.			There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The London Plan (2021) sets a 10 year minimum housing target for Wartham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
And Keekar				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I think the "legal compliance" is doubtful because I do not believe the designation of this site as a "Transition" site does not meet the criteria for that designation given in the Local Plan.  I think the plan is unsound, because I do not believe the site is capable of supporting 280 new dwellings without being a development which is harmful to the character of the existing surrounding area.  The local plan does not comply with the duty to co-operate since co-operation has not been widely sought, either avoided by lack of adequate public consultation.	Further public consultation	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of its capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sectors of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Raymond Muffat				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The council is pressing ahead without proper consultation blaming Covid for this and totally ignoring the objections of local residents about the unsuitability of their plans for North Ox Chislegard and the surrounding areas	It is out of character for the area and removes or reduces local leisure facilities, the number and style of the properties needs reducing and redesigned to blend in with the area. The leisure facilities should be expanded as the area is already short of these facilities, also the lack of car parking spaces is ridiculous and ignores the needs of the disabled, families and residents	No	-	Car parking can be provided as part of new homes in less well connected areas, subject to a justification in a robust Transport Assessment. As set out in London Plan Policy 16 criterion C: An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets. Measures such as restricting all future occupiers except blue badge occupiers entitlement to a permit have been introduced in recent approvals, and secured by legal agreement.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sectors of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).
				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No Response	The plan takes no account of the additional infrastructure or amenities required to support the new residents. In addition, no regard has been given to existing residents' New Road and surrounding roads will not be able to handle the additional parking requirements or through traffic.				The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sectors of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Janette Anne Tyler				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development out of keeping with the area, cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospital, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc.		-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.

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Stuart Martin				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required in the London Plan. Existing residents will be overcrowded, loss of privacy, daylight/sunlight, additional demand for parking, consultation flawed as no leaflets/public meeting to advise residents, only online Zoom meeting, shortage of doctors, hospitals, dentists, schools, etc.	Build homes to height of existing buildings, provide parking, healthcare, education, etc. Hold full public meeting in Person not Zoom.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Lloyd Parkinson				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overcrowded, loss of privacy, daylight/sunlight, additional demand for parking, consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting, shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	No	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Stewart Newton				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	No	Proposed development would be out of keeping with the area, it cannot be delivered with policy compliant levels of affordable housing, no parking provision, which will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Consultation flawed as no leaflets or public meeting to advise residents was carried out, only an online zoom meeting. Shortage of doctors, hospitals, dentists, schools, etc.	Build homes to the height of existing buildings and provide parking, healthcare, education, etc.	Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Nicola Ferrisall				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No	No	Proposed developments would be out of keeping with the area and cannot be delivered with policy compliant levels of affordable housing, no parking provision, which will disadvantage to older people. The plan seeks to build more homes than required by the London Plan. Loss of privacy for existing residents plus daylight and additional demand for parking. Consultation flawed as no public meeting to advise residents, only an on-line. Shortage of infrastructure such as doctors, hospitals, dentists, schools etc.	Build homes to height of existing buildings, provide parking, healthcare infrastructure, education etc.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Cact				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residences will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultant flawed no leaflets/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospital, dentists, schools, etc. Set out modifications to build homes to height of existing building, provide parking, healthcare, education and also understand of how the existing pressures on vehicular traffic on New Road and the surrounding roads would be dealt with.	#NAME?		-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Charlene				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residences will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultant flawed no leaflets/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospital, dentists, schools, etc. Set out modifications to build homes to height of existing building, provide parking, healthcare, education and also understand of how the existing pressures on vehicular traffic on New Road and the surrounding roads would be dealt with.	#NAME?	Yes	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Gloria				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residences will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultant flawed no leaflets/public meeting to advise residents, only an online zoom meeting. Shortage of doctors, hospital, dentists, schools, etc. Set out modifications to build homes to height of existing building, provide parking, healthcare, education and also understand of how the existing pressures on vehicular traffic on New Road and the surrounding roads would be dealt with.	#NAME?	No	-	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Liz Asthala				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>Original message</p> <p>This letter is in strong opposition, specifically but not exclusively, to LBWF's 4 proposed development sites around Chingford Mount.</p> <p>This letter is in strong opposition, specifically but not exclusively, to LBWF's 4 proposed development sites around Chingford Mount.</p> <p>Specifically,</p> <ol style="list-style-type: none"> <li>1. Up to 80 new homes on Sainsbury and Council car park.</li> <li>2. Up to 90 new homes on Albart Corner.</li> <li>3. Up to 25 new homes on former South Chingford Library.</li> <li>4. Up to 280 new homes on Larkwood Leisure Centre &amp; Nursery site.</li> </ol> <p>Whilst we are not totally against development, progress and more homes in the area, these should not compromise other established residents. The proposed development would be out of keeping with the surroundings. Also this cannot be delivered with policy compliant levels of affordable housing.</p>	#NAME?	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenure to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GP and healthcare facilities. Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>

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Neil Hesson				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	No	The site was formally a leisure facility (Lido) land was for the enjoyment of the local community. The current development also has leisure facilities (incorporating swimming pools), which benefits everybody including children. Existing car parking also allows for non-residents to travel to the leisure centre. In addition the bar/terrace and existing nursery facilities as well as the Tocco and leisure centres themselves, provide a number of jobs. The proposal to include leisure and nursery facilities in any future housing development will not match the existing business in terms of scale or facilities for the wider local community, but will be geared towards the residents of the new development only. This can't be denied as within the existing plans there won't be sufficient car parking for visitors. Any scaling down of such facilities such as losing swimming pools will deny many members of the existing facilities and children the opportunity to enjoy these activities.	I don't believe the re-development of the existing site in its proposed format should be undertaken at all. I understand the need to build more homes, but the borough is becoming overdeveloped with no valuable supporting facilities which is to the detriment of local areas. The existing businesses are viable and employ a number of people whose jobs will be at risk. Any intention of replacing some of the facilities currently in place will not be enough, unless there is wider development of the site which then encroaches on green space. I accept this site may offer the option for building some properties. But believe these should be limited in number and built on the nursery site only.		-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.  The site allocation equipment ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Jayne				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	No	There should be absolutely no loss of any of the green space, Chingford is very lucky to benefit from lovely outdoor spaces that must be retained at all costs. The loss of any of the wood or green space would be an contradiction to climate and public health intentions around the environment as well as have a detrimental affect on the health and well being of all residents, particular putting children at a disadvantage and not supporting them having the best start in life.  High blocks of flats are not in keeping with the area and any residential dwellings should be no higher than the two storey houses that are in this location.  In line with public health ambitions to ensure residents are active the health centres on site should be retained. A loss in these would be of significant detriment to the health of local people, especially children who use the swimming pool.  Waltham Forest declared a climate change emergency in 2019 and the loss of green space and over increased urban development will be in contradiction to their aims and objectives towards climate change.	Building my the same height as local houses, no loss of green space and retain the health and leisure centres.	No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The site allocation equipment ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The local plan policy Biodiversity and Greenways will seek to protect and enhance biodiversity and geodiversity resources throughout the borough. The allocation requires the enhancement of the existing resources, and the new development to integrate green "buffers" and corridors, "wild" public amenity, green roofs and tree planting which will produce biodiversity net gain on sites.
Valen Bjarte				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No	NO MORE FLATS PLEASE!! More doctors surgeries! more schools ! more parking for existing residents! PLEASE PLEASE PLEASE: before you even consider squashing more people into this lovely area, if you'd has thought to anything... it is that we need less people and more fresh air, more open space, more green.....	leave it well alone please x	No	we all want to be involved - this is our life!	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectorate examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,330 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Michael Shellock				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No	This council appears keen bent on aggrating the exsistant leaseholders and owners of the recreational and other facilities & business on this site to encourage redevelopment. The local residents do not want this redevelopment and have been very vociferous in attacking the recent attempts by the council to the "make" this redevelopment which is itself very vague as to what EXACTLY is proposed for this site.	With this council's repeated attempts to build housing on this site that appear primarily to be blocks of flats the more local residents oppose it. As more and more building of residential properties are built, in what appears to be a flawed 10 - 15 year regeneration plan there are no explanations as to what plans there are for supporting this new infrastructure - additional school places, doctors' surgeries and the like.	No	I do not consider that proper representation have been made to the people of Chingford and Highams Park about the impact of the Councils desired wishes will have on this part of the borough.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The site allocation equipment ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
											Yes		

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Sandra Beach				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No Response	Do we always have to comply or can we exercise a little vision and not build for the large party ugly flats all over Chingford. Residents require sports facilities and the ability to walk to their local supermarkets for the health benefits that brings. Working patterns are changing and people have plans to move out of the area in search of a less crowded environment, GP appointments, school pickup etc. What happens when tenants of the flats have families and require houses, and the aforementioned services.	Fewer flats, more houses. Encourage people to walk to supermarkets and sports facilities. Some people i.e. the elderly or those with young families will not be able to cycle but will walk to facilities if they are near enough.		-	The Council commits to a long-term objective of reducing levels of private car ownership and vehicle journey in the borough to achieve a 30% reduction in private car travel. The Local Plan policies seek a fundamental shift in favour of sustainable and active travel modes in support of this target. Residential development proposed within the Plan is car-free and employment development is car capped. Within the borough a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for motor vehicles. These measures include junction improvements that reduce motor vehicle dominance, improved pedestrian crossing facilities, low-traffic neighbourhoods (LTNs) and the expansion of cycle infrastructure. This forms part of a holistic approach by the borough for reducing vehicle trips by providing the infrastructure for sustainable and active travel and changing behaviours.  Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	
Emre Kucuk				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I am writing this to categorically object for the intention of any planning on the above site whatsoever.  The way in which this process has been handled from start to finish has been farcical at best.  The S461 Larkwood Development should be removed immediately from LP2 and any future plans to develop any residential dwellings on this site is not, in my opinion legal.  The whole of Larkwood Park within the boundaries of New Road, Larkhall Road, Larkhall Carport, Rogers Avenue, Underwood Road, Bourne Gardens and Normanshire Drive, is under a covenant.  That Covenant states quite clearly that it cannot be used for residential dwellings.  That should have immediately halted Waltham Forest planning department and others from it being included in the Local Plan.  Throughout this whole process Waltham Forest Council planning department, their associates Jaw completely ignored and bypassed their duties and obligations under the 'Statement of Community Involvement' and the local plan guidelines.  Not a single property in all roads adjacent and within the immediate vicinity have been notified or notified by post of the proposed plan, to there are many more others who are completely oblivious to the ongoing plans.	leave the site alone, as it is, in its current state do not build or do anything on it. That would make it legally compliant and sound. It's not been up for long, it works and caters very well for the community and local people. Providing good health, wellbeing, jobs and doesn't suffice the area at detriment to the local forest. The local infrastructures are not sufficiently supported or appear as though clearly thought not for an exponential rise in the suggested number of people. It heavily contradicts its strategic plan. It has set out on a majority of fronts.	No	The undertaking of this plan contradicts on multiple fronts it's strategy which has been set out from the onset. It is not legal in nature as it's under a covenant for use of any residential dwellings	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, outdoor and indoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) a policy requirement to preserve the existing level of provision of playing fields.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Chris Friedlander				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	The plan is unsound as it diminishes much needed amenities within the area and increases residential stress on local resources. South Chingford/Highams Park already has a high residential density that has had increases traffic and pressure on local amenities due to the mass development within Highams Park over the last 10 years. This will further apply pressure and make the location undesirable to live in.	The consultation duly acknowledges the importance of the green location behind the development, but does not take into consideration the need for parking, gym and swimming amenities for the local residents as there is no other alternatives nearby.	Yes	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorist vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	
Terry Miles				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The development is not in keeping with surrounding residential properties. There is no guarantee of blue for the leisure facilities and there is no parking provision at all. There are serious ecological implications with some ancient woodland being developed; too many residences and what are near enough amenities. It certainly doesn't enhance anything.	Build houses NOT flats. Give residents adequate parking and gardens in sympathy with the surrounding houses.	No	no one is listening to the residents of Chingford!!	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.	

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Richard Afrad Meredith Whyday Gladys Meredith				S461 - Larwood Leisure Centre and Nursery and the Land to the Rear of Larwood Leisure Centre				The proposed development for nearly 500 new homes in south Chingford and Larwood sites is totally out of keeping with the area - no parking provision - existing residents will be overburdened with loss of privacy - where are these new residents going to park - surrounding roads are already congested with the strain on doctors/hospitals/dentists/schools etc.	Suggest to build new homes to height of existing buildings - provide parking/healthcare/education etc have a proper public meeting - not online or zoom.		TO MAKE AN OPINION	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.
Dr Shabb Khanfar				S461 - Larwood Leisure Centre and Nursery and the Land to the Rear of Larwood Leisure Centre	No	No	No	It would be out of keeping with the area with no parking provision which already overburden parking in nearby streets. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, there would be loss of privacy, loss of daylight/sunlight, and also additional demand for parking.  Furthermore, the Consultation is flawed as there was no leaflets/public meetings to advise residents but instead only an online Zoom meeting.  There is a shortage of doctors, hospitals, dentists, schools in the area and this would already overburden an area which has had its resources stretched to the limit. There is no mention of residential parking in the plans either.	I consider building homes to height of existing buildings to be necessary, consider the provision of more parking to be necessary, the provision of more healthcare, education and public services to be necessary for the plan to be compliant and sound.	Yes	As a local resident, I would consider it necessary to participate in examination hearing sessions as this would directly affect me in way of loss of privacy, loss of light and development out of character for the area.	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Christine Croxon				S461 - Larwood Leisure Centre and Nursery and the Land to the Rear of Larwood Leisure Centre	No	No	No	The larwood site was gifted to the area for recreation - High Rise is inappropriate and will block light to surrounding properties. It will also bring more antisocial behaviour and crime to this area which we are already struggling with.	Do not bring the site so close to the main road and build houses with gardens which is what the area needs.	Yes	The community is extremely concerned about the environment and impact within the area with the building process.	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Christine Croxon				S461 - Larwood Leisure Centre and Nursery and the Land to the Rear of Larwood Leisure Centre	No	No	No	The larwood site was gifted to the area for recreation - High Rise is inappropriate and will block light to surrounding properties. It will also bring more antisocial behaviour and crime to this area which we are already struggling with.	Do not bring the site so close to the main road and build houses with gardens which is what the area needs.	Yes	The community is extremely concerned about the environment and impact within the area with the building process.	Through the evidence published in the Character Intensity Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Kay Yoller				S461 - Larwood Leisure Centre and Nursery and the Land to the Rear of Larwood Leisure Centre	No	No	No	The proposed developments are not in keeping with the area. They cannot be delivered with the policy compliant levels of affordable housing, and are unlikely to benefit local people. No parking provisions have been considered, which will disadvantage older and disabled people. The plan seeks to build more homes than legally required by the London Plan. Existing residents will be over-loaded and will experience loss of privacy, and possible loss of natural light. There will be additional demand for local amenities where existing are already struggling - in doctors, dentists & schools. Local infrastructure is never considered, and New Road consistently has issues with traffic flow due to the width of the road and the existing traffic that uses it - including buses. The buses are vital for access for elderly residents. It has been suggested that the site will be car free. Who will police this and ensure that residents do not own a car. Or does car free simply mean residents can park in any of the neighbouring roads causing further issues?  There will be increased issues with parking, additional traffic congestion and pollution. The consultation is flawed: there have been no leaflets or public meetings to advise residents, only online Zoom meetings with faulty connections: this is not inclusive to all residents.	Build homes and structures that are in keeping with surrounding and existing buildings and that complement and are sympathetic to the area. Ensure that appropriate infrastructure is in place and that it can cope with an influx of people. Consult with your own education departments and the NHS to check the demand of services. Provide meaningful consultation to WF residents not flawed meetings via Zoom. Allow residents to have that say at a public meeting. Stop removing our amenities!	Yes	-	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensity Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) representation of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
See Cooper				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	high rise will damage area		No	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Terry Miles				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This land has a covenant and should be solely leisure facilities: the proposed development is totally out of character with the existing residential dwellings. No parking or facilities are factored in. Worked communication which has resulted in many residents being unaware of this proposal.	Leave it as it is. The development behind should never have happened. Do not repeat this travesty.	No	no one is listening to the residents of Chingford -!!	The Local Plan requires a character-led approach to intensification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019). As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Mudassar				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			Yes	-	This response is noted.
Sarah McGeigan				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The idea that the council could legally remove the ONLY community swimming facility used daily by school and young people that provides an affordable leisure activity can not be legally compliant.	This leisure centre cannot and should not be removed, the closest facility would be Withamerton this would ensure this type of activity would be lost so many families on this side of the borough.	-	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Antonios Zekis				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			-	I wish to be rejected altogether.	This response is noted.

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Seaph Demetrios				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It's just a feeble minded proposal to destroy woodland in favour of smelly tower blocks, that aren't in keeping with the area, and that look do not work. There is no mention of transport and infrastructure improvements in an area already desperately under-served by public transport. Ridiculous.	Don't destroy woodland, don't build such tall blocks and improve public transport. Ideally we need another station at the hub, and permanently closing Highams Park level crossing to allow more trains would hugely help the area.		Decision making seems to favour developers and not out of touch with the reality recognised by residents	<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) the provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p>
Clifford Gray				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The proposal takes away what little leisure space we have in this area. It is not acceptable to build this number of houses in an area which is already short of leisure facilities health care and school spaces.		Yes	I do not agree with the proposed plan as they not in keeping with the area. It takes away needed parking in the area and the height of the building is unacceptable as it will overlook existing residential properties with loss of privacy and will affect the value of the properties in the area.	<p>Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) the provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.</p>
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No			Yes		This response is noted.
Benjamin Faulkner				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It needs to guarantee that current green and woodland spaces and leisure facilities will not be impacted and reduced by these plans	As per my previous answer, the plan must guarantee that current green and woodland spaces and leisure facilities are not impacted by these plans.	No		<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) the provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>

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Christine Croson				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The larkwood site was gifted to the area for recreation - High Rise is inappropriate and will block light to surrounding properties. It will also bring more antisocial behaviour and crime to this area which we are already struggling with	Do not bring the site so close to the main road and build houses with gardens which is what the area needs		The community is extremely concerned about the environment and impact on wildlife in the area with the building process  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The HRA for this document concludes that, with the measures put in place through the Local Plan, there will be no adverse effects on the Epping Forest Special Area of Conservation (EFSA-C)	
Tom Wise				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	As a long term Chingford resident I have witnessed repeated mismanagement and poor development of this site by WFC. Fantasies was an obvious non starter as local residents were quick to explain. It eventually lost the council over £25 million. Chingford residents largely moved here because of the fact that it was different to the rest of the borough - more like Epping Forest than Waltham Forest. We do not like high rise and high density developments. Why do WFC not use and employ local people rather than using people from Waltham Forest who do not know or understand the area, its wants and needs.  Consultations have been poor or non existent. This cannot be legal.  Obviously any development would have to replace the leisure, education retail and restaurants. These all require transport in an area where public transport is slim to non existent. In addition although WFC seem to believe they can provide housing, without providing parking. This is not sustainable and the number of housing units would require high rise which would destroy the area	Don't do it!	Yes	Because WFC consistently ignore local resident views in Chingford. They seem to want to penalise us for electing the wrong MPs	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Faima Mohamed				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not in keeping with the area and why I moved to Chingford.		Yes	-	The Local Plan requires that all new developments should deliver high-quality design that is responsive to the local character of an area.
Mi A. Fraser				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	In summary, the influx of hundreds of people in the area will do the area so much harm, the health and wellbeing of existing residents, goods and services will be significantly overwhelmed and impact on quality of life for both old and new.	Of course, it is quite difficult to properly understand what is going on because we are unaware if the proposals breach standards/compliance due to paperwork, documents and everything available to look at being incredibly complicated to properly comprehend.		Many members of the community do not receive effective communication and/or are unaware of how to access and participate. Plus people receive information differently so seeing and hearing in face to face meetings is a more productive tool for communicating for many.	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  This is noted. However, it is through the adoption of Local Plans, that the required level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Borough's Local Plan has policies to improve health and wellbeing of all the people who live, study and work in Waltham Forest. These policies focus to improve active and sustainable transport choices across the Borough/ensuring sufficient availability of recreational spaces, both indoor and outdoor sports facilities, parks, and green areas. Additionally, the plan emphasizes the provision of GP practices and other health care facilities within walking distance to the residential catchments areas. Moreover, the plan aims to offer healthy food choices that cater to the diverse needs of the community. Overall, the focus is on creating a healthier and more vibrant living environment for all sections of the population in Waltham Forest.
-				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no walk/join public meeting to advise residents, only online Zoom meeting. Outrage of doctors, hospitals, dentists, schools etc.		Yes	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Jacqui Alexander				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>1. It is well known that this site is under a legal Covenant which states that it cannot be used for residential dwellings, but must only be used for recreational use. It is currently being used for precisely this purpose - private gym, council gym (used by a local school), children's nursery and a play/recreation area. This point in itself is reason not to continue with the development.</p> <p>2. No homeowners nearby have received a leaflet advising them about the consultation. The council did not even include this information in the WF News which is delivered to all homes in Washham Forest.</p> <p>3. There have been no public meetings, despite restrictions being lifted. We only had online meetings which were beset with technical problems and mismanagement by the planning department, where we were not able to get our points across in the allocated hour, and also the host was talking so fast that we couldn't take it all in. Consequently we asked for Minutes of the meeting which we were promised but did not receive.</p> <p>4. This site has been allocated for development even though some of the buildings are relatively young in building terms. They are perfectly fine buildings, and are well used and loved by the local community.</p>	<p>THE FOLLOWING POINTS CORRESPOND TO THE SAME NUMBERS ABOVE:</p> <p>1. Remove this site from the site allocations list as it is unlawful.</p> <p>2. Extend the deadline and then further drop homeowners and also add the information into the WF News, as well as in mailshots.</p> <p>3. Due to the community not being given the opportunity to attend a public meeting, and the problems with the zoom meetings (as detailed), I think the deadline should be extended in order to make everyone aware of what the plans are for this site. Many elderly people were obviously excluded from zoom meetings, due to the meetings being inaccessible to them, and them having no means for equipment to access them.</p> <p>4. Public meeting would enable nearby homeowners who would be affected to be sent leaflets giving information about the forthcoming plans, and information to attend. This nearby homeowner are likely to be affected by occupiers of the planned 200 dwellings (as his face is, won't all be non-car owners "a lot of them will have cars and if there are no parking spaces, they will just park in nearby roads).</p> <p>4. You can't address this point, except not develop the site, and leave it exactly as is.</p>	Yes	I would like to be kept in the loop about all aspects of this.	<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan Consultation have always been welcome either through the online portal or by email and post.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Patrick O'Neill				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	No	No	<p>My family and I are locals and use an already busy leisure centre which does not need to be upgraded. The car park is already used at a high capacity as is the Tesco and nursery. Not sure where there is room for lots of new flats or the infrastructure to support them.</p>		Yes		<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p>
Lloyd Parkinson				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-burdened, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc</p>	<p>build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.</p>	No	<p>Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Bill Rodney				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	<p>You should not be encouraging new development because of embedded carbon contrary to net carbon zero targets.</p>	<p>Require retention of existing structures and refurbish. Add missing where appropriate using sustainable materials,</p>	Yes		<p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>
Katie Baldwin				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					No		<p>This response is noted.</p>

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Kellie Baldwin				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It has a covenant against it meaning it should be for recreational purposes only (ie not residential), they have given us no public meeting, they haven't publicised it enough via leafleting neighbouring households and have left it to social media	None no one wants it built on and we dont need more flats, we need the pool and it to be left alone	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The land was given to the people of Chingford for recreation	The facilities of the site are well used and desperately needed for the number of residents, just took at the field and the car park to see the numbers using the pool and gym etc. The height of the building is completely out of character with the surrounding area. I have grave doubts for this sight, I am old enough to remember Larkwood pool being demolished, on the plans there was to be landscaping of the surrounding area with seats to admire the view, that never happened!	No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Justin Meaden				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This site is supposed to be used for leisure purposes with a range of services provided and is a main hub for the surrounding area and residents, giving it over to vast amount of residential use with ridiculously small amount of recreational leisure facilities does serve the community	There is no modification possible which wont have a significant negative impact on the community, surely the health of its residents should be considered in this situation.	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This area has a covenant against it and it is meant for recreational purposes only. There has been no public meeting where clarity can be sought on what is planned, there has been little publication about the consultation meaning that those individuals who might have protested knew little about it, there has been an emphasis on electronic communication discriminating against those individuals who do not use IT not understand it.	By doing the opposite of what has been done, namely publicising it more widely in a variety of communication styles, by having face to face meetings, by making the way people file their comments more easy to understand and complete.	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Kay Taylor				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Building on this land will remove much needed services for the community, not everyone who used the sports facilities can get there on public transport. Not	Not sure any improvements could be made without negatively impacting the quality of life of the people of Chingford	-	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Robert Tatham				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Page 27 regarding S461 states that the Leisure Centre will be re-provided on site, but no such statement is made for this site. This is wholly unacceptable. The masterplan's drawings show the layout of housing, but only a vague indication for the swimming pool et al. See also the text for S459 regarding the reasons why the Plan is unsound and not legally compliant.	The Plan needs very significant work by Officers; it is not amenable to modifications suggested by members of the public.	No	-	The Plan needs very significant work by Officers; it is not amenable to modifications suggested by members of the public.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.

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Sarah Moncoiff				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	Far too many flats without infrastructure to support. I doubt there will be enough social or affordable housing in the plan.	Less flats and keep the swimming pool		-	<p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p>
Emre Kucuk				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	-	-	No	The undertaking of this plan contradicts on multiple fronts it's strategy which has been let out from the onset, it is not legal in nature as it is under a covenant for use of any residential dwellings	<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p>
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					Yes	-	This response is noted.
Kath Goodwin				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	To get a total of 280 homes on that piece of land will require tall buildings which is not in keeping with any other building in the vicinity and will spoil the aesthetics of being in the woods and using the playing field. What will happen to the leisure facilities too? These need to be left alone as a lot of people use them.	Dont build any massive buildings that are taller than the already existing houses on the land and dont get rid of the leisure facilities.	No	-	<p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Russell Wellard				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	There is a covenant on the land preventing development for housing.	This site should only be used for the recreation, gym, swimming pools etc. Degradation of these facilities is not acceptable. This site is not suitable for blocks of flats. Larkwood needs to be protected from over development.	No	-	<p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>

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Sobhan Homay				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	The leisure centre is the only one in Chingford. Where do children go for swimming lessons, where do adults go to swim? This is taking away much needed facilities for low income families.	leave the area as it is. Every business on this site is utilised.		-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Alicia Murphy				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The government want us to get fit and healthy and council want to knock down the leisure centre's for more housing There must be other areas in Chingford that houses could be built.		No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The Borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
L Tyson				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Active frontage? What is that? There is already a Nursery and leisure centre. What is the garage entrance? The idea that people living in the proposed development will not have cars is ludicrous.	There should be no change to the area. Woodland Forest doesn't need building on. There are no modifications to be made. Except leave the trees and green space alone.	No	-	Active frontages mobilise the elevation of the building that faces the street at street level. The active frontage normally comprises of commercial, retail or leisure spaces as opposed to residential.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Raymond Muffat				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This development is too large, it goes against local views, it removes the only leisure centre in North Chingford and is out of character for the area. The idea that people living in the proposed development will not have cars is ludicrous.	listen to local residents, down size the development plans to fit the character of the area, keep the leisure centre at its present size or even expand it but don't turn it into a leisure pool at the expense of swimmers, retain the parking facilities that are essential to many residents, who cannot use public transport.	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2020).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	By removing the only leisure facilities in the area, nursery, and family pub/restaurant can only be a disadvantage for the residents and families as there would be nowhere for people to socialise and keep fit. Local children/schools will also miss out on learning how to swim and working parents won't be able to have their children looked after by the nursery. Also by increasing the population of the area by getting in 200 plus homes will only effect the already overcrowded area with its poor transport and road infrastructure which would lead to a more busier road with extra cars, noise pollution and would also increase pressure on local schools, GP practices and dentists.	improve the local green area and playing fields with play park, better walking facilities, skate park, sports pitch, outdoor gym so that families and people alike and use and everyone will be eventually better off instead of being demoralised by looking at tower blocks of flats and no facilities to use.	Yes	-	The Council sets out its strategy for managing change in the Borough's Town Centres, High Street's, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centres uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the Borough.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Sarah Rose				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	I have already commented on this on my previous submission namely that it's uncooperative because it's building against the needs of existing residents who need more infrastructure not homes. As stated in the local covenant this area was left to the people by the Queen as a leisure area. The wonderful outdoor swimming pool which my parents tell me about is gone. Who wants to really swim outdoors on a hot day? Some lucky people have the beach. It is unsound because this is actually a flood area plus towerblocks were torn down as inadequate in the '70s, an inadequate housing and ghetto areas. Anyway, I am just adding that while someone has agreed to transform Larkwood green area with a skatepark, outdoor gym pitches etc, this would absolutely ruin the character of the area. I have lived here all my life and can safely say there are enough play parks around. This is a FLEED and should be left as such for everyone to enjoy. People currently like eating picnic, sunbathing, hanging out with friends and family, casual exercise, enjoying the FLEACE and quiet and walking their dogs. It seems very male orientated like so much in society to put in a skatepark pitches and gym and it would be grossly unfair. Look at Ridgeway park with the reputation of children's area. You now have to walk directly through it to access Chingford Ave. Not everyone wants to encounter children everywhere! We need safeguarding so this field isn't turned into a children's area like everywhere else in the borough with the corresponding increase in noise, general antisocial behaviour, mess and chaos. Not everything needs to be organised all the time. What's wrong with the pitches by the reservoirs in which there are many? Instead they're often empty and have also encroached further on public land recently. How about the skate park at Chant Lane or are people too busy to walk down the road these days? Incidentally with this new building that is currently popular, there are less and less areas open to dogs and dog walkers. We all know children are favoured over and enjoy more rights than dogs in London. Let them have one area! The current dog areas are small and not up to scratch. Chase Lane in particular is lacking even grass and a working fence. It's not transparent about who this area is, what takes place at it, etc. There is no infrastructure to support this plan. The leisure centre is a lifeline for local communities and Larkwood has already seen an increase in litter and fly tipping. With all the other proposals set to ruin Chingford, this site in particular needs to be left alone. We've lost our library now the only pool in Chingford is under threat. While the Council waves hand over that disco fountain, we need a change of personnel at this corrupt council.	Full transparency of construction contracts and who is benefiting. As it is not the local residents. You think when Coghlin resigned, the rest of the Council has integrity. Follow the money...	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Kay Anderson				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	There is no infrastructure to support this plan. The leisure centre is a lifeline for local communities and Larkwood has already seen an increase in litter and fly tipping. With all the other proposals set to ruin Chingford, this site in particular needs to be left alone. We've lost our library now the only pool in Chingford is under threat. While the Council waves hand over that disco fountain, we need a change of personnel at this corrupt council.	Full transparency of construction contracts and who is benefiting. As it is not the local residents. You think when Coghlin resigned, the rest of the Council has integrity. Follow the money...	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Over building will cause Over population, environmental and noise pollution, extra demands on an already overstretched GP practices, schools and poor transport network. Loss of facilities will also prevent socialisation and people and children learning how to swim, keeping fit and having a healthy wellbeing. Housing plans will not coincide with surrounding properties and will be an eyesore.	Stop the plans and look at more viable areas/options and leave these facilities alone.	Yes	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
Andrew Featon				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	We need the leisure centre as a community hub. We do not have enough facilities now(Doctor/Hospital/Schools) let alone for an excess of housing in the area.		No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.

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Lambros Poulas				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	Too many properties in a short space. Traffic suffers already there and there is no provision for this extra strain on traffic, as well as parking, doctors, dentist, nurses and local schools.	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p>
Jacqueline Ahlher-Daines				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	With regard to the Larkwood Leisure Centre and Nuffield Gym, these provide the only swimming pools in this part of the Borough and therefore a swimming pool and gym area should be retained on this space to provide amenities for local residents.	Provide more detail as to what leisure facilities would be retained on this site for sports and particularly swimming.	-	I want to know why sports facilities are not being replaced in Chingford	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Raymond Young				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This area of land was designated (broad of use) as to be only used for the benefit and well being of local residents. Hence leisure facilities built. The building of accommodation is NOT improving the facilities for ALL residents, as only those living in the proposed property accommodation.	Identifications include the REMOVAL of ALL proposed being accommodation to comply with the arrangement of the land being used for leisure facilities as stated by the original owner of the land when permission was granted to build the leisure facilities. Finally, the proposals are not sound as the local facilities, eg Transport, schools, doctors, dentist, etc will not be able to cope with a increase of population on this site	Yes	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Ian McGill				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I do not believe the allocation of this site meets the test of being "justified" because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area. High rise development would not fit in with local surroundings. There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned. Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces. If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings. I feel it would be a waste of money and bad for the environment demolishing newly built facilities.	I do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area. High rise development would not fit in with local surroundings. There is no other extra infrastructure; doctors, hospitals, schools, dental practices planned. Chingford is already overcrowded and we need more leisure, not flats without gardens or parking spaces. If the current car park is lost local people will not be able to use the swimming pool in the same way. Local transport is not always convenient and safe on dark evenings. I feel it would be a waste of money and bad for the environment demolishing newly built facilities.	No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D2. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Ella Goldworthy				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre				I am a local resident not a lawyer but I consider it fails to comply with the duty to co-operate in that it will NOT mean and follow local residents' wishes on the matter.	Any development of the area should fit in with the residential nature of the area - ie houses NOT blocks of flats of any size.		-	This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations Document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Helen Hitchell				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					No	-	This response is noted.
Valen Ejarve				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	all do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on the site without a form of development which is harmful to the character of the local area.	I do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do I believe it to be "effective", as it is unlikely to be delivered in the Plan period because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on the site without a form of development which is harmful to the character of the local area.		we all want to be involved... this is our life!	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this plan, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	nothing	nothing	No	-	This response is noted.
Yvonne Sanders				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No	is the Plan "sound"? There are 4 texts at para 15 of the NPPF:  Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.  "No as LBWF should be seeking to preserve the "local character" of the area - residents chose to move to Clingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London. The gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 1,000 signatures objecting to this particular development proposal and residents are being ignored.  The Council is seeking to build more than the London Plan requires. The London Plan (Fig. 4.1) S461 states 2,240 new homes over 20 years and LBWF is proposing 27,200 new homes by 2035 - a very significant excess of 25% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 2 million, so why is there pressure on local councils to build on every possible space?  Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.  The majority of the new properties are flats, the Pandemic has shown that families want houses with gardens. There should be a good mix of housing to avoid the artificial inflation of the rental market. This would also benefit the area building close to the Forest, so will have a detrimental effect to it.	This is the only Public Gym and Swimming Pool in Clingford, built relatively recently with a long life ahead of it. It is not appropriate for this facility to be demolished, at what huge cost in Carbon emissions, to result in a smaller facility with more flats. NO to more intensive development of this site that would result in insufficient parking spaces for visitors to the Leisure Centre.		I wish to have the opportunity to explain why the Councils proposed developments are not suitable.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.
David Tyler				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No		The only modification would be not to build on there	Yes	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
										No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not enough straightforward information available, there needs to be more open publicly about proposed plans to all residents. Proposed developments are out of keeping with the area. Trying to squeeze in too many properties for profit with no regard whatsoever for existing residents, increased traffic volume, increase in demand for schools, doctors, dentists. Loss of more facilities for borough residents.	No high level housing, stay in keeping with local area, provide plans for more schools, doctors, dentists. Ensure increase in parking and traffic facilities. Avoid loss of local businesses and leisure facilities for local residents.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be achieved with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residences will be overlooked, loss of privacy, daylight/sunlight, additional demand for parking. Consultant flawed no health/public meeting to advise residents, only an online zoom meeting. Storage of doctors, hospital, dentists, schools, etc. Set out modifications to build homes to height of existing building, provide parking, healthcare, education and also understand how the existing pressures on vehicular traffic on New Road and the surrounding roads would be dealt with.	#NAME?	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
	Cheryl Tague			S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I enjoy going for swimming and during the lockdown have suffered with some mental health issues and still being under the age of 18 and being able to go the leisure centre that have been going to since the age of 11 has been incredibly helpful. Many of my friends and family under the age of 18 attend this leisure centre and for you to take away this place is incredibly sad that you would even think to take this away from many young people in the area. It's quite sad how young people are never considered when it comes to these development plans. We are the future leaders and it's as if you don't want us to fit for the future as taking away such valuable resources will take a big toll on many young kids lives and also adults. Boris Johnson has had a big push on his mental health by keeping us in school to develop our social skills and swimming classes that are placed on offer is one way of developing our social skills. Do you think that it's right and just to take this away from us? Having open spaces to walk around by the leisure centre has been incredibly helpful.	I don't believe the removal of the leisure centre is anywhere near legally compliant.	Yes	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	this area is already over develop and the added traffic to new road would make this area horrendous	build homes to the height of existing and provide parking not take it away	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and land to generate high numbers of private car/historiated vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.

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Susan Marsh				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Proposed development would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be overwhelmed, loss of privacy, draught/light, additional demand for parking. Consultation flawed as no huddle/public meeting to advise residents, only on line zoom meeting. Shortage of doctors, hospitals, dentists, schools ect.	Build homes to height of existing buildings, provide parking, healthcare, education ect.		-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Emily B				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	No	No	I don't think this plan has been properly considered in conjunction with your other plans for the Sainsbury's on Hall Lane or the redevelopment of Cook's Year retail estate. Together all three plans, if they happen, will absolutely gridlock South Chingford when it is already seriously congested. You cannot consider these plans in isolation. Where is the Equalities Impact Assessment?	See previous response, no EQIA	No	-	<p>The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p> <p>The site allocation policy ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Malcolm Styles				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	On 2nd Sept I received the following letter from OJIM Property:  "I refer to your correspondence to Dr Charles Woodburn at BAE Systems dated 7 August 2021 which has been passed to OJIM Property who are the Investment Managers acting on behalf of the BAE Property Fund.  Please note that the Larkwood Retail Park has been owned by BAE Systems since 2013 and the Huffield gym, Busy Bees nursery and the new Tesco convenience store are all let on long leases and there is currently no intention for residential development."  The leaseholders for the next some 200 years, BAE Systems, have no plans for residential development on their property. So why has the LBWF come up with these plans?  The LBWF closed the well-loved Larkwood Pool purchased from public donations and the adjacent flower gardens and play area, the cricket/football pitch run down. This summer a local man was stabbed and killed by a youth with nothing better to do. By closing down youth facilities the youth of the area have nowhere to go. In past times there were plenty of activities for youth and this summer the pool would have attracted some 10,000 per day. The whole of Larkwood was on the Larkwood Park a major facility for Walthamstow and Chingford.  Closing down the remaining Leisure Facilities is not favourable to the physical and mental health of the neighborhood.	I should have thought that the owners should have been consulted.	No	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The site allocation policy ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Kathryn Uman				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Site is covered by covenant which states site is only for leisure. Existing facilities would not be replaced as only a leisure centre and nursery are planned. What about the Huffield centre and restaurant. Also a large carpark is needed to enable people to get to the site as public transport is poor.	Keep the site as it is	No	No one takes any notice of emails	<p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Mike Goodyear				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Will just add more pressure and traffic to the area	What about leisure facilities?	No	I feel that the local authority just bulldozes its own agenda	<p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough. The Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. This includes surface level car parks and out of town retail sites. Redevelopment of these sites, in accordance with Local Plan policies relating to car free development and better management of both Construction Logistics and Servicing and Deliveries, presents clear opportunities to significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>

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Kathryn Uman				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Covenant on land which forbids the building of housing. There are 2 leisure centres on the land but only 1 is mentioned in the rebuttal. Environmentally sound to knock down new buildings.	leave the site alone there is no room for housing on this site and little public transport along new road so a car park is necessary.	No	No one takes any notice of emails	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of leasures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.
Neil Hooper				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Much like the Chingford Mount proposed developments. The proposal for 280 new homes on this site is ludicrous & completely in line with Waltham Forest's ongoing mission to reduce Chingford to a plain Council Estate. LBWFL "interesting" 1970's experiment on Chingford Hill Estate cost millions to rectify in the 1990's.	Reduce the number of homes a level consistent with local infrastructure and ensure that you are building quality homes for the residents. Not another Chingford Hill Estate slum that needs pulling down & redeveloping in 20 years time.	No	To ensure residents aren't ignored as usual.	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 47,000 homes per year across London.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Andrew Fearn				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Absolutely preposterous to fit in this amount of housing without parking and with the local infrastructure already struggling	Scrap the plan and retain the leisure centre and restaurants	Yes	.	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.
Terry Milnes				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Reluctantly poor consultation- this area has a covenant and should not be developed at all. Totally out of character to surrounding residential dwellings.	leave it as it is - great local facilities with ample parking	No	no one is listening to the residents of Chingford !!	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.  The Local Plan requires a character led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

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Sarah Rose				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No Response	No	I understand that the planning for building of homes includes no community provision, therefore no parking, school, doctors surgery etc. This would result in more people using current infrastructure at the expense of the current residents, therefore leading to diminished standards of living for current residents and local workers. Local infrastructure needs government support, it is not acceptable to not be able to access a doctor for weeks at a time.	Plans for corresponding infrastructure to be made alongside and incorporated into housing plans. Evidence of research-informed designs: the tower blocks of the 70s and 80s were torn down on the basis that they had been proved unsatisfactory... this leads many to question why they are now being rebuilt. I am pleased that the green space known as Lark Wood is being conserved, as is actually also a legal matter.	No	No but I imagine some people would.	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.</p> <p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	No Response	No Response	It doesn't acknowledge feedback from community members with respect to the leisure facilities provisions.	Ensure the leisure facility includes a pool.	No	-	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
James King				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No provision for services	-	-	To keep the council accountable	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Claire Birvan				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This site needs to become somewhere for the kids to go to. They need somewhere to socialise. Stop taking away leisure facilities! We need more! Cinema? Bowling? Retail?	-	Yes	-	<p>The Council sets out it's strategy for managing change in the Borough's Town Centres, High Street/L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses than may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>

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Terry Milnes				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Useful communication with residents- little or no public consultation. This area is covered by a covenant and should not be developed. Proposed development is totally out of character with surrounding residential dwellings and provides no parking/amenities.			No one is listening to the residents of Chingford-1!	This response is noted.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D3. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2023).  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Daf				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I think with the Covid19 folks going on, we have come to realise that woodlands should be left well alone, and the things there should be left undisturbed. I don't have a problem with the other sites, but I think there are what we need, not buildings. If you intend to just are buildings up, will they be 'green'. Heat pumps, harvesting rain water for the flushing toilets, no gas boilers, etc etc?	If you have no idea, except, this plan doesn't seem in line with the copd agreement and what the indigenous communities are protesting about, the destruction of wildlife and nature.  If you were to consider anything, it would be great to have the leisure center turned back to a Lido or outdoor swimming area.	Yes	I HAVE NO LEGAL KNOWLEDGE, BUT JUST LISTEN TO THE NEWS AND EXTENSION HELLION AND INSULATE UK	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Ian McGill				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I am totally against the redevelopment of the Leisure Centre site.  To achieve the number of homes planned to be built on these sites, the only way of fitting them in each area would be to go up in the air with high rise!  This form of housing is totally out of keeping with the existing character of the area and will cause 'harm' to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents. Without parking for the residents of these proposed developments this will cause massive parking wars in already very limited street parking around residential Chingford Mount and would disadvantage older people.  If the 280 homes are built then residents of New Road and surrounding streets will be extremely adversely affected. By building 280 flats on this site, overlooking upwards of five plus stories, would completely destroy residents' way of life.  These proposed developments cannot be delivered with policy compliant levels of affordable housing.  Once these homes are built will there be extra doctors, hospitals, dentists and schools or just hollow promises to do so?  Chingford Hall Estate was demolished in 1997, this was a High Rise development and low rise houses built instead. It is widely known that these small homes are not good for mental health. Covid has only shown how bad a problem this is. Why would the Council want to repeat their mistakes?	Please only build homes to the height of existing buildings and no higher and also provide parking for any new residents. Infrastructure should be provided for any new flats as trying to get a doctor's/dental appointment is extremely difficult. With so many new homes our local hospitals, schools and nurseries will be massively impacted, making things even worse for existing residents.  We do not want to lose our leisure centre. We have already lost our lovely art deco cinema and the beautiful old Albert High on Albert Corner to developers and what have we got now? Please leave it alone! It appears that every time the Council want to develop it just ends up being an eyesore and makes the area look worse.  Please look at other existing buildings that are derelict before this site.  There is a half-built block of flats near Morrisons Supermarket on Chingford Mount Road and the other derelict flat-roofed site in Old Church Road that should be looked at first with a view to redevelopment.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  Through the evidence published in the Character Intensification Study, the Local Plan policies have been prepared to ensure that on sites where higher density development growth needs to come forward, it can be delivered using a character-led approach to ensure it is in-keeping with the character and context of the local area. The housing need established in policies in Local Plan Part 1 sets out that development of higher density is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Thomas Townsend				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	There should be no residential development this should be for leisure only for the people in Chingford as per the original covenant anything else is a betrayal by bow?		No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No more housing!	Keep the existing leisure facilities! No more housing!	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Haley Townsend				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	there should be no housing on this site this was land left to the people of Chingford for leisure purposes only and the covenant should be respected by the town	no housing what so ever should be allowed	-	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
M Fernley				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Chingford is a suburban residential area that people choose to live in for green spaces. The character of the area will be lost if over developed. Schools, medical care already stretched. More issues on roads with more on street parking. Loss of leisure facilities is not far to area. Not everyone drives to go to places easily.		No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p>
Gary Gibson				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not enough schools not enough facilities locally no parking no location for people to grow in this community	infrastructure	No	-	<p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.</p>
Kathryn Usain				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I understand that a covenant is on this site which forbids anything other than leisure facilities to be built here. This plan is very sensitive it will take away 2 important leisure facilities which are necessary to the health of the local people. There are 2 leisure centres on this site one a private and one council owned all the facilities be rebuilt this is an environmental nightmare to demolish new buildings and replace them with substantial build. A large car park is essential for leisure facilities as not everyone is within walking distance and there is little public transport.	Leave the site alone I believe an objection is being made because of the covenant.	No	No one takes any notice of emails	<p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>

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Elisabeth Agius				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This area has a covenant against it meaning it should be for recreational purposes only so should not be used for residential use. We have not had a public meeting. This has not been publicised enough, people are only aware of it via word of mouth. There has been no leafleting neighbouring households. It has been mainly left to social media which many people have no access to.	All the above point need to be addressed properly and thoroughly. To allow local residents the chance to comment with all the facts clear defined. The covenant issue need to be answered.	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Tony Sharpe				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	There has not been clear consultation, with leafleting and there is a covenant on the land that states it is for recreational purposes only. There is no need to change the existing facilities and build on beautiful woodland	Leisure is as it is. It works well for this community, and is a much loved local area	No	Its protected land	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
-				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It has a covenant against it meaning that it should only be used for recreational purposes (not residential). There has been no public meeting open to all interested parties. There has not been enough consultation to allow interested people to voice their views, there have been too much emphasis on electronic information being given thus discriminating against those who have limited or no knowledge of IT and there has been limited or no publication in the local WF council news.	For the information to be shared fairly to all concerned individuals, using all types of communication including face to face meetings where the details are explained. A more user friendly process for individuals to make their comments for or against the plans. The average "man in the street" would give up before he started because of the complicated way the document is presented.	Yes	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
-				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	1. It has a covenant against its development, stating that it should be used for recreational purposes only (meaning NOT residential). This is law 2. There has been no public meeting 3. The consultation has not been sufficiently publicised. It was only published online, which excludes all the people who don't happen to come across the site and everybody who is not online. via, for example, leafleting neighbouring households and advertising other than online. It wasn't even given a mention in the local WF News	As stated in the covenant, it should be used for recreational purposes. The borough is going out for an outdoor swimming event with a huge rise in the popularity of outdoor swimming. There could be a skate park, sports facilities aimed at young people, who are a group of people who have disproportionately suffered under the pandemic response. It could be parkland or mowed, or an adventure playground for children.	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Liz Pabry				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It has not been cooperated with local residents at all. Taking away green space and leisure facilities that are well used.		-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
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Steven				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This land was donated to the people of Chingford It has a covenant against it meaning it should be for recreational/educational purposes only (ie not residential)	It has a covenant against it meaning it should be for recreational purposes only (ie not residential); they have given us no public meeting, they haven't publicised it enough via leafleting neighbouring households and have left it to social media	No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Michael Shellock				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Until the Council of LBWF properly communicates with and makes open and honest representations to and receives substantial support from local residents then any "Local Plan" cannot be considered to be valid.	Tough and tricky, considering the timescale and space here/hereon. We need better representation from local people in Chingford and Highams Park, since it is perceived by the majority in these areas that Chingford and Highams Park are under attack from this Labour-controlled council. The council have yet to justify why they are trying to build so many houses/flats in numbers that far exceed the requirements of Central Government and City Hall in London.	No	I do not consider that proper representations have been made to the people of Chingford and Highams Park about the impacts of the Councils desired wishes will have on this part of the borough.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Against the proposal. 280 extra homes added to already over burdened public services as well as a loss of leisure facilities to the local area.		Yes		The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Andrew Stoddart				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Against proposal 280 extra homes in an area where public services are already strained. Also a loss of leisure facilities to the area.		No		The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2017/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,910 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Laura				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response	Please do not remove the only leisure facilities for this area. I was not confident from attending a consultation event in the summer that you would follow through on the need for a gym/leisure space for residents. It is so important for residents mental health that this provision remains intact.	Keep our leisure facilities and green space!	No		The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision. The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough. The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This land was left for recreational purposes	We are crowded all ready	-	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Donna Ambinette				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It should be recreational site only Not for new housing		-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations respond to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Patrick Hillard				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No mandate from the rates and tax payers for such mass development of our area with our money, are you there to serve or dictate?		No	-	This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Diane Hallett				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The land has a covenant against it meaning it should be used for recreational purposes only and not residential. I have not given any public meetings & have not publicised the consultation enough. I live very close to the site & have not received any letters or notices advising me to the consultation.	Site to be left as it is for recreational purposes only!	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Mrs Melana Benfield				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Once again, no proper consultation for local residents. Minimum should be a letter through the door with a form to fill in. Once again, there are not the school or health facilities in the area to cope with this amount of people moving to the homes you propose to build. These facilities are stretched to the limit as it is. Every child should be able to attend their local school. My children went to Larkwood school. They would not have stood a chance of getting into this school if these homes had been built a few years ago. Is there going to be parking allocated to these new homes or once again are local streets going to take the burden? Chingford Leisure Centre is a fine leisure centre which is very important to a lot of residents. What is going to happen to that? There is nothing wrong with it and should be left alone.	leave Chingford Leisure Centre alone, more doctors, dentists, hospitals and schools needed. Sort the parking situation out.	Yes	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
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Blanca Westwood				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The local residents are happy with the site as it is. We require public & private leisure facilities plus car parking.		No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Caroline Rudage				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The existing site provides much needed local amenities designed to help working families and encourage healthy lifestyles. The new plan would reduce access/loss of these areas as a part of the borough already lacking new facilities.	Protect the two gym spaces and nursery area and car access as local transport links from north Chingford residents are poor and would cut off ability to access leisure facilities if parking was reduced.	No	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Mark Fookes				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The few provisions mentioned already exist. In this time the council is encouraging people to be more healthy and green we should keep this valuable outdoor space as it is.	Scrap the plans.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Glyvis Devin				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	I took part in an "engagement event" in 2021 when members of the local community commented on these plans and made it clear they were opposed to the proposals. Consultation was flawed because a lot of people in the area were unaware of any plans for re-development here. Over-development of any area brings it's problems and where are the plans for parking facilities? According to the council representative at the 2021 engagement event people who would live in the new development would not have cars. A lot of people use the leisure facilities here and don't wish to have them taken away. Then there comes the same old problem of lack of plans for extra services. It's difficult enough trying to get hold of your own GP and finding a dentist. Social care has long been over stretched and what are the plans for extra schools? Chingford is a sub-urban area, not a town or city. High rise development and over-development will not benefit any of the residents here.	I suggest you leave the current site as it is. Retaining all the facilities as they are. Chingford is not overrun with swimming pools and leisure centres and so we would like to keep the local amenities we already have. All the facilities on this site are well established services	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Anne-Maria Luff				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The area does not need redeveloping. The leisure centre was renovated a few years ago. It is heavily used by the local residents who will be very disgruntled if the centre were closed for over a year whilst redeveloped. The other leisure centres gained help take on these residents swimming lessons, gym sessions and classes which the residents rely upon for mental and physical health.  The green area has been re-wilded and home to deer and other species and construction work would be catastrophic to their survival		No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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Andrew Stoddart				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Against the proposal. There is a severe lack of leisure facilities in South Chingford. Young people have no distractions, knocking down the local library which has served the local community as far back as I can remember will only make the situation worse. The library is also a valuable resource to the elderly community. This beautiful historic building will be lost and a block of flats will be put in its place. A big shame and a loss to the community. We are constantly being told how important good mental health is. South Chingford will have NOTHING to offer its inhabitants as both the library and leisure centre at the Larkwood site will be lost. It isn't healthy putting this many people close to each other with no leisure amenities.		No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Environmental issues, use of forest area with destruction of wildlife	Don't do it! The air quality is better in this part of WF and the forest is why	No	-	In April 2019, The Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality neutral standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.
A Kean				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The masterplan is out of character of the area and being over-development likely to cause harm to the 'amenity' of existing residents, not least because the 300+ vehicles that will come new residents will impose significant additional demand on the on-street parking in the area.	Don't do it	No	-	The Local Plan requires a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It was the glorious Larkwood swimming pool. Long since shamefully demolished. Now we have fitness centres, Tesco and a pub. Surely all of these proposals are not made by local residents but presumably by people that live out side Chingford/Highams Park areas?	NO COMMENT	No	-	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Gillian Prouler				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The directions to developers re leisure are extremely vague. There will be a loss of a private gym and pool and a public gym and pool. All of which are used by the wider community. Health, exercise and leisure centres are scarce this end of the borough. You are removing facilities with no clear indication that they will be replaced.	You need to make it clear that if the developer removes the current facilities it has to replace them, with adequate parking.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.
Antonio Zanki				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This facility is used by thousands of people every week. With plenty of parking facilities. Your plan to destroy completely the face of Chingford, something we do not want or wish, as residence of this area.		No	I wish to be rejected altogether.	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Marilyn Gould				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Local sports facilities are essential to the physical and mental health of the local community. Also the wooded area around there is protect ground and essential for birds and wildlife.			-	<p>The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreation all spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p>
Mike Turpin				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response		There must be firm safeguards in place to ensure that the woodland and green space are not in any way encroached on or put at risk. There should be no loss of amenity, eg swimming pool.	No	To ensure that LBWF comply with the approved Local Plan.	<p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.</p>
Stinky Samuel Cordell				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response					Yes	Want to be involved	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Fiona Cousins				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			Yes	I don't really know what you mean? This consultation is too complicated, who is it aimed at, if residents, you should try again.	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Sain Dewey				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	No Response	Yes	the council did well on this development site proposal as they engaged with residents online although I do think that it would of been better to have done a proper meeting in person as well.	I think the council need to make it more clear to future developers that they cant suddenly change their development proposals once it is accepted as that would go against democracy.	Yes	-	<p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
										No		

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Rebecca Boylen				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No		Not enough parking. Not big enough leisure facilities - there are 2 on this site			As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No Response	No			No		The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.
David John Anderson				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Too much too little space	leave it		simply to judge	The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Kathryn Connor				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.1 Pg 164) states 12,640 new homes over 30 years and LBWF is proposing 27,000 new homes by 2050 - a very significant excess of 62% over the required target.	is this proposal evidence led?	Yes		The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Jacque Stafford				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	We do not believe the allocation of this site meets the test of being "justified", because its designation as a "Transition" site does not meet the criteria for that designation given in the Local Plan. Nor do we believe it to be "reflective", as it is unlikely to be delivered in the Plan period, because the commercial uses on the site have many years of useful life ahead of them and it is unlikely that they can be replaced on site without a form of development which is harmful to the character of the local area.	As to the above I feel very strongly and agree with what I have sent in and could not have worded it better myself!	No		The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Russell Wellard				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This area should remain as it is. Leisure centres need car parks for their customers. High density housing is completely inappropriate for this site.	Leave this site as somewhere for leisure and fitness.	Yes		The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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Vicki Owen				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Local covenant.		-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Kelly Kane				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This needs to be recreational for residents not building flats		-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Amanda Ford				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	This land has a covenant and is for recreational purposes only.	Scrap the plan altogether. It is not legal. As stated above the land has a covenant which states it is for recreational purposes only.	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
K Morgan				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Clash against the covenant which states recreational use. No proper consultation with local residents.	No housing recreational only ie large swimming pool needs to be put there or a park.	No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Susan Harwood				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The land should only be used for recreational purposes	No houses or flats to be built on this land	No	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.

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Timothy Boyle				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The site is under covenant and should be withdrawn from planning proposal. The site provides employment and leisure for the community and has been developed fairly recently so do not think legislation is unwanted, not needed and illegal considering the covenant. The need for extensive housing is not as severe as it was in 2016 or 2020 the site as it is served the community the best.	Minor development on the nursery site should be looked at instead	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Jennie				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	It has a covenant against it meaning it should be for recreational purposes only (ie not residential); no public meetings -- no mention in the local WF News. Loss of sports facilities.	Keeps all sports facilities, non residential development	-	-	The site allocation requirement ensures the provision of leisure uses. The Borough's Local Plan also has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. The Council is committed to ensuring that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community. Where sites that have an existing leisure facility use come forward as a site allocation (for example sports centres) provision of the leisure facility is a policy requirement to preserve the existing level of provision of playing pitches.
Paul Leahy				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Leave it alone. Chingford does not need new flats. There isn't enough room for new builds		No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	Yes	Yes			No		The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Cat				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No		It is totally unacceptable to eat away at more green space.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Mr M Demetriou				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Absolutely disgusting, especially using part of the woodland. This should be completely unheard of.	LEAVE IT ALONE!	No	I do not agree with the plans	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
										Yes		

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Cheryl Tagge				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not appropriate	Not to complete this project	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Cheryl Tagge				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No	Ridiculous	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Cheryl Tagge				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Chingford is quiet and peaceful area. Stop ruining chingford	Don't build here	No	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
Sharon Legg				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	As a life long resident of Chingford and a regular user of the public leisure centre, I'm disgusted that the council is planning to get rid of this facility. Both the public and private leisure centres are well used, all year round. The council demolished the old 'Dino' site to build 'Fantasia' then demolished that to become the current centre. We used to have a cinema at Chingford Mount. Please stop taking away our facilities to cram more houses in for the council tax income. This just shows the contempt that the council has for its residents. This leisure centre doesn't just provide fitness facilities, it's a lifeline to some people who come to socialise and give structure to their day. It is used by all ages, from babies to elderly people and for schoolchildren learning to swim. It is exactly what the council should be promoting, not taking away.	Scrap the plans for this site altogether to demonstrate that that the authority care about its residents.	No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	How does this benefit people in chingford taking away our leisure centre and building more homes why dont you knock down Walthamstow swimming pool and build your new homes on that site.		No	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.

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Timothy Boyle				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	The leisure centre and the land behind is subject to a covenant it is not for the land owner and the developer to re-write the covenant in order to achieve a goal. The centre including all surrounding buildings provide employment and leisure facilities for the community that the covenant is in place to protect.	The Nursery is in private ownership and has sought planning for some time but this has been refused as being too dense, too many properties for instance. It seems double standards are in place perhaps some reasonable development of the nursery could be allowed	-	-	The Borough's Local Plan has a policy on preserving existing parks and open spaces and enhancing access for leisure, sport and recreation. There is a commitment in the policy to try to ensure that there is adequate provision of recreational spaces, indoor and outdoor sports facilities and parks for all sections of the community, and to preserve the existing level of provision of playing pitches.
Cheryl Tague				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	Not enough schools in the area in proportion to number of homes. Kid's will be the future prime ministers, doctors, lawyers of tomorrow. Many teacher shortages already due to the pandemic and will cause a significant reduction in school's GCSE, A-Level and SAT's attainment which will lower the countries average and not the way forward for the country as a whole.	Not to complete the project	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
John Arthur Charles Walls				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response		The existing leisure facilities (including Nuffield Health site) are fully used and form a vital element of our environment. Their loss would be unfortunate.	No	Far too often people who fail to express an opinion are counted as being in favour of proposals.	The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities, it is no longer required or would not lead to a shortfall in provision.
-				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	Yes	It should be legally compliant	More trees	-	-	The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			-	-	Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Mudassar				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			-	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No					This response is noted.
Peter Leggett				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	Yes	Yes	Yes					This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No			No		This response is noted.
Jacqueline Williams				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No							This response is noted.
Tracey Fuller				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No					No		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the land to the Rear of Larkwood Leisure Centre	No	No	No					This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					-		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response			-		This response is noted.
Miss Vignali				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					-		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					-		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No			-		This response is noted.
David Hammond				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No			-		This response is noted.
G M Ford				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	Yes	Yes			No		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No	No Response			-		This response is noted.
Jon Ashley				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	Yes	Yes			-		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No Response	No Response	No Response			-		This response is noted.
John Duffell				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	Yes	Yes	Yes			-		This response is noted.
				S461 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No					-		This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response	
				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No	This space isn't big enough to fit all my objection 1				This response is noted.	
				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No					This response is noted.	
Harry White				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No					This response is noted.	
Miss Vignali				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	No	No	No	Use your brains you idiots at the planning dept at LBWF		No		Offensive Response.	
Tim Hancock				S45 - Larkwood Leisure Centre and Nursery and the Land to the Rear of Larkwood Leisure Centre	No	Response	No	Response	<p>I strongly object to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, designations to the surrounding environment, negatively affecting the community in a classic case of developers, maximising their profits and externalising the cost on to others who shoulder the burden for generations to come, a significant and fairly recent to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions, banking on future to control mitigation, and defend the sanctity of the family by previous and current politicians, orchestrated by commercial interests, and pushed on the public by propaganda from the media that is propagated by corporate interests who are not attached to the community and therefore an affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack on the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider county.</p> <p>The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and in virtue of follow on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is vitally responsible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are set out in the plan "Success There are 4 tasks at para 25 of the NPPF:</p>	REJECT This site was always intended for public facilities (book at the Larkwood pool).			<p>This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Satam using tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONG OBJECT, and I am keen to understand how the people who profit fit and meet in short term financial terms will underwrite the future wellbeing of the indigenous community?</p>	Offensive Response
Jaimie Newbery				S452 - Pear Tree House	No	No	No	No	<p>Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practicable to do so and is consistent with achieving sustainable development.</p> <p>The LBWF should be seeking to preserve the local character of the area - residents chose to move to Chipford &amp; Highams Park as they are low rise suburbs of north London at the very edge of London. The gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter &amp; St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents were in being ignored.</p> <p>The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.19) sets 2,640 new homes over 10 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space?</p> <p>Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.</p> <p>The majority of the new properties are flats; the Pandemic has shown that families want houses with gardens. There should be a goal of housing that meets the needs and desires of the population. When was the last time a new house was built in the area? Changes in preferences for low rise and impacts views and skyline. Parking needs ignored and effectively include those who need their own transport for work or due to age or social circumstances. Not positively prepared.</p> <p>Not Effective. No additional infrastructure planned to cope with the totality of developments S455 - 58</p> <p>Not consistent with regional/national policy Borough's plans greatly exceed targets. This development adversely affects local views and harm the settings of surrounding buildings. Any proposal of more than 3 stories would not meet policy 29 of the London Plan.</p>		Yes		<p>The Local Plan requires a character-led approach to identification, including full building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2020).</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 52,640 new homes (1,266 per year) based on a London-wide assessment of capacity/available sites in 2021/18. The original draft London Plan figure was equivalent to approx. 1,480 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formation of capacity/available sites in 2021/18. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 60,000 homes per year across London.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Rambar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Rambar sites, or Special Protection Areas (SPA) will not normally be granted planning permissions without appropriate mitigation measures in place prior to development.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/fact finding: the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Having no regulatory or national planning barriers to delivery;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>This Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant</p>	
Stuart Reichmann				S452 - Pear Tree House	No	No	No	No	<p>Not in keeping with local character. Changes in preferences for low rise and impacts views and skyline. Parking needs ignored and effectively include those who need their own transport for work or due to age or social circumstances. Not positively prepared.</p> <p>Not Effective. No additional infrastructure planned to cope with the totality of developments S455 - 58</p> <p>Not consistent with regional/national policy Borough's plans greatly exceed targets. This development adversely affects local views and harm the settings of surrounding buildings. Any proposal of more than 3 stories would not meet policy 29 of the London Plan.</p>	Keep developments of the same height and as close to character as possible with surroundings. Make facilities on site suitable for a diverse demographic and their needs rather than a solid device of how people should be made to live.	No	Not necessarily me but certainly representative of the affected local community who seem under represented in these planning decisions		<p>The Local Plan requires a character-led approach to identification, including full building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2020). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy 22, Designated Heritage Assets. There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough (such as Grade II listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any divergence from these clauses that would lead to other substantial harm or total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p>Positively Prepared</p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p>Justified</p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/fact finding: the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p>Effective</p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Having no regulatory or national planning barriers to delivery;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>This Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing(s)?	If yes, please explain why?	Council's response
Jane Kestembaum				5462 - Pear Tree House	No	No	No	<p>This is not in keeping with the local character. It changes a largely low rise area and impacts views and skyline. Parking needs have been ignored and it includes noise resulting from transport flow or due to age or social circumstances. Not positively prepared.</p> <p>Not Effective: No additional infrastructure planned to cope with the totality of developments SA55 - 58</p> <p>Not consistent with regional/national policy. Borough's plans greatly exceed targets. This development adversely affects local view and hampers the settings of surrounding buildings. Any proposal of more than 3 stories would not meet policy 09 of the London Plan.</p>	<p>Developments should be of the same height and as close to character as possible of their surroundings. Facilities on site should be suitable for a diverse demographic and their needs and not change the character of the neighbourhood</p>			<p>The Local Plan requires a character-led approach to identification, including tall building and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2025). The study recognises the impact that development can have on conservation areas and advocates a sensitive approach. In Local Plan Part 1, Policy 21 (Designated Heritage Assets), there is a strong presumption in favour of restoration and enhancement of Designated Heritage Assets in the borough (such as Grade II listed buildings and their settings) as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to understand and enjoy. Planning permission will not be granted unless robust justification is provided in the planning process for any deviation from any guidance that would lead to other substantial form of total loss of a designated heritage asset.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.</p> <p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p><b>Positively Prepared</b></p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p><b>Justified</b></p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/fact finding: the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p><b>Effective</b></p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>*The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as those of funding for major infrastructure projects. Although it is important that policies are flexible, the DPM should make clear that major change may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p>
Mike Chrimes				5462 - Pear Tree House	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, but for reasons it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules" that are not transparent to consultees.</p> <p>Consultation on the site allocation (LP2) element of the Waltham Forest Plan has been taken forward more transparently than the main plan (LP1) for 2020-2035. This has coloured the views of many attending the other online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, meet needs businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had sufficient low numbers, represented by the number of attendees allowed, or have been difficult to get into online.</p> <p>In general however it has been apparent both from LP1 and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 3200 homes pa. While WLVF has a large waiting list (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing intensification are brownfield sites and not greenfield sites.</p>	<p>While this site offers potential for development the change of use would result in the loss of care home facilities already in the charge of up to 33 residents on the site (APP/19/0306/W/18/2204283) partly because it would not address the local priority need for larger affordable homes.</p> <p>This site allocation should be either abandoned or reworded to take account of the above planning appeal decision (APP/19/0306/W/18/2204283)</p>	No	<p>I do not feel the online consultations enabled attendees to participate fully in the time frame allowed</p>	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <p><b>Positively Prepared</b></p> <p>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</p> <p><b>Justified</b></p> <p>This means that the Local Plan should be based on a robust and credible evidence base involving:</p> <ul style="list-style-type: none"> <li>Research/fact finding: the choices made in the plan are backed up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> <p><b>Effective</b></p> <p>This means the Local Plan should be deliverable, requiring evidence of:</p> <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> <p>*The Local Plan should be flexible and able to be monitored.</p> <p>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as those of funding for major infrastructure projects. Although it is important that policies are flexible, the DPM should make clear that major change may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</p>
Anthony G Thorne Lip				5462 - Pear Tree House	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>19. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>14(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p> <p>(b) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments it is not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Edmonton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient than will still be emissions. Although they suggest these toxic will be removed / do have my doubts or will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LAE2 zone and downwind of the road meaning there will be the first area to pick up the extra CO2 and NO2 from vehicles avoiding the LAE2 charge. But the rest of the area will also be subject to these increases and the proposed said the natural air flows possibly result in pockets with even a higher concentration.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the area to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the motters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It is the same as in the 1930's that people needed space and New Towns were built with green spaces, low density areas, and the LAE2 zone.</p>	Yes	<p>Because there are too many unanswered q</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>
Anthony G Thorne Lip				5462 - Pear Tree House	No	No	No	<p>The question fails to provide a definition of the laws to which the plan should comply being The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>19. Before submitting a local plan to the Secretary of State under section 22 of the Act, the local planning authority must:</p> <p>(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and</p> <p>(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).</p> <p>14(1) A local planning authority must:</p> <p>(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and</p> <p>(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.</p> <p>(2) The bodies or persons referred to in paragraph (1) are"</p> <p>(a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p> <p>(b) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;</p>	<p>Based on the personal knowledge of the location and the problems associated with recent developments it is not believe the plan to be sound.</p> <p>Currently Chingford suffers from a major problem with emissions from the Edmonton Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient than will still be emissions. Although they suggest these toxic will be removed / do have my doubts or will there be others which could be more toxic.</p> <p>A number of the proposed sites are right on the boundary of the LAE2 zone and downwind of the road meaning there will be the first area to pick up the extra CO2 and NO2 from vehicles avoiding the LAE2 charge. But the rest of the area will also be subject to these increases and the proposed said the natural air flows possibly result in pockets with even a higher concentration.</p> <p>Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the area to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of the problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the motters listed above.</p> <p>If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. It is the same as in the 1930's that people needed space and New Towns were built with green spaces, low density areas, and the LAE2 zone.</p>	Yes	<p>Because there are too many unanswered q</p>	<p>This response is noted.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2012 and in accordance with the Council's Statement of Community Involvement.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Peter Lobov				S462 - Pear Tree House	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with and at the very times we need to travel into work. At other times buses are not complying their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with and at the very times we need to travel into work. At other times buses are not complying their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider queuing more people into an already vastly over populated area?	Yes	I do not trust the council or planning teams	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Yvonne Sanders				S462 - Pear Tree House	No Response	No	Is the Plan "sound"? There are 4 bits at para 35 of the NPPF:  Has the Plan been "positively prepared"? This means providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs and is informed by agreements with other authorities, so that unreal need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. "No an LBWF should be seeking to preserve the "Local Character" of the area residents chose to move to Chingford & Highgate Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the forest. The proposal for 25 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 4,000 signatures objecting to this particular development proposal and residents views are being ignored. The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.3 Pg 564) states 12,440 new homes over 20 years and LBWF is proposing 27,000 new homes by 2035 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London, is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space? Also, the housing targets in the London Plan may be altered as the Government has stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme. The majority of the new properties are flats - the Penderic has shown that families want houses with gardens. There should be a good mix of housing <a href="https://www.bbc.com/news/health-57401408">https://www.bbc.com/news/health-57401408</a> <a href="https://www.bbc.com/news/health-57401408">https://www.bbc.com/news/health-57401408</a> One should not be encouraging new development because of embedded carbon contrary to net carbon zero targets	This property has been refurbished during 2020/2021 and is supposed to be a Care Home but appears to be a House in Multiple Occupation for homeless people?  Is it likely that it will become available for Development in the next 10-15 years?  If it does, it is essential that the development is no more than 3 storeys high, so that it is keeping with adjacent properties, does not spoil the view of the skyline and does not take the ancient "right to light" of the properties behind it.	Yes	I wish to have the opportunity to explain why the Councils proposed developments are not suitable.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport.
Bill Robney				S462 - Pear Tree House	No	No	<a href="https://www.bbc.com/news/health-57401408">https://www.bbc.com/news/health-57401408</a> <a href="https://www.bbc.com/news/health-57401408">https://www.bbc.com/news/health-57401408</a> One should not be encouraging new development because of embedded carbon contrary to net carbon zero targets	Refurbish rather than redevelop. Subject to a structural survey, it should be possible to add further floors using lightweight sustainable materials.	Yes	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP practices, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  In April 2020, The Council declared a Climate Emergency. In the chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it is new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.
Mrs Geraldine Kendall				S462 - Pear Tree House	No	No	With regard to the Pear Tree House site, the proposed development is entirely out of character within its setting, which is a largely low rise 2/3 storey suburban area adjoining Epping Forest and on the perimeter of the boundary with Essex. Its height and density would have a detrimental impact on adjoining residents and the immediate neighbourhood, and its views and skyline. It would also contribute to the urbanisation of North Chingford, when all the other proposed sites in the area are taken into account. Parking requirements in an area of poor public transport and few cross boundary public transport options have also been ignored which would have a negative impact on older people, and those requiring cars to get to work (so many work outside of London). Car free developments are not suitable for a suburban area, adjacent to Epping Forest, within poor public transport because if residents need a car to get to work, they will simply have one anyway and just add to the local parking problems. LBWF housing targets for the LP far exceeds those required of it, which will adversely affect the character of North Chingford. Development proposals exceeding 3 storeys would not meet policy D9 of the London Plan. The site should only be re-developed to offer low rise family homes with gardens which fit in with the surrounding domestic architecture, rather than 33 flats, in an 'office style' ugly apartment block with large windows and balconies, without garden or parking spaces. This is far too dense for its location and should be rejected.	LBWF has shown that it does not listen to the residents/local community of North Chingford. It now needs to reduce the number of proposed homes in the LP to the required number only and include only suitable site specific development proposals which will not impact adversely on the character of the area - and which would forever transform the village-like feel of the edge of Epping Forest suburbs, into a wholly urban one.  Bring back empty domestic properties around the borough into use through a program of refurbishment. Respect the Chingford Green Conservation Area and restrict any development in suburban neighbourhoods, to less dense, low rise - no more than 3 storeys.  Only use site specific high quality, aesthetically pleasing design, respecting local character, architecture, and history for sensitive proposals adjacent to Epping Forest boundaries. The ugly concrete and glass box building with balconies which are springing up (or proposed for) elsewhere around the borough are just not appropriate.  Include a better mix of housing in the LP - houses, maisonettes and bungalows, with gardens - not just endless, soul-less flats.  Provide parking for each and every home and all necessary requirements / amenities such as school places, public transport, and healthcare.	No	-	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to identification, including tall buildings, and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of identification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Identification Study (2019).  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
									No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Miss Vignati				S462 - Pear Tree House	No	No	No	All the LHRF are flats stop wasting tax payers money and do your jobs properly. You are all useless. These plans are rubbish		-	-	This response is noted.
Lloyd Parkinson				S462 - Pear Tree House	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy consistent levels of affordable housing, no parking provision, this will disadvantage older people. The plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no sufficient public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc	build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	-	Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. The engagement events took place online as a response to the spike in the number of Covid-19 cases at the time to protect both our residents and Council Officers.
Paul Wellard				S462 - Pear Tree House	No	No	No	These proposals are completely out of keeping with the character of Chingford. The area is predominantly low rise suburban (semi rural in terms of buildings and streetscape). In addition these tall buildings will overlook existing properties and have a serious detrimental effect on greenery. There is no parking provision, which will pose a problem for older people. The area also does not have enough infrastructure to cope, such as doctors surgeries (this is already a problem with the existing development and will be substantially worsened) and schools provision.  It must also be said that the consultation process has been appalling. Very few people are aware of or have an understanding of these proposals and the advertising of it has been very poor indeed. Online meetings such as via Teams or Zoom are no substitute whatsoever for a proper public consultation and effectively exclude many of the older population of the area.	If additional homes must be built in the area, they should be low rise to match the existing 2 and 3 storey development, should provide parking, and should be of a far lower density to reduce the additional stress on services. A public consultation of a far higher standard than that provided should also be undertaken.	Yes	Residents and other stakeholders were consulted on this document at its draft consultation stage which ran from October to December 2020. Planning considerations raised at this consultation were taken on board to produce this version of Local Plan 2. Due to a spike in the number of Covid-19 cases at the time of pre-submission consultation, the Council decided for the safety of residents and officers to hold engagement sessions online.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.	
Kathryn Uman				S462 - Pear Tree House	No	No	No	There is a shortage of care homes in the borough. This site could be repurposed as one and this would free up local houses for rent and sale. A much more environmentally friendly solution.	Renovate and open care home.	-	No one takes any notice of emails	Where proposals affect existing care facilities, the policy set out in Local Plan Part 1 ensures that there can be no loss without demonstrating that there is a surplus of that form of accommodation in the area and that it is no longer required. There is a considerable need for additional capacity to meet the needs of an ageing population.  New supported and specialised accommodation will meet stringent criteria to ensure that facilities are high quality and fit for purpose.
Terry Miles				S462 - Pear Tree House	No	No	No	1. Has the Plan been "thoughtfully prepared"? This means providing a strategy which, as a minimum, seeks to meet the area objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.  The LHRF should be seeking to preserve the 'local character' of the area - residents chose to move to Chingford & Highams Park as they are low rise suburbs of mostly houses at the very edge of London - the gateway to Epping Forest. It is NOT appropriate to change the character of the area by proposing to build tall blocks of flats and urbanise the area which is the gateway to the Forest. The proposal for a 5 storey building in a Conservation Area next to the village green, historic wooden cottages and St Peter & St Paul's Church, is particularly offensive! There is a petition of over 6,000 signatures objecting to this particular development proposal and residents' views are being ignored.  The Council is seeking to build more than the London Plan requires. The London Plan (Fig 4.79 164) states 12,640 new homes over 21 years and LHRF is proposing 27,000 new homes by 2031 - a very significant excess of 42% over the required target. Since the London Plan was drafted, due to Brexit and Covid, the number of people living in London is estimated to have fallen by 1 million, so why is there pressure on local councils to build on every possible space?  Also, the housing target in the London Plan may be altered as the Government have stated that they are proposing to require less development in London and the South-East and more in the North as part of the levelling up programme.  The majority of the new properties are flats - the pandemic has shown that families want houses with gardens. There should be a good mix of housing to meet the needs and desires of the population. When was the last time that a bungalow was built in Waltham Forest? Bungalows are the preferred property for many older residents and the Council should be ensuring that this mix of housing is provided and not replaced with more flats.		No	no one is listening to the residents of Chingford !!	The Local Plan requires a character-led approach to intensification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2019).  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of sizes. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.  In Local Plan Part 1, Policy 22 - Designated Heritage Assets; There is a strong presumption in favour of retention and enhancement of Designated Heritage Assets in the borough such as Grade I listed buildings and their settings as their retention helps to ensure the borough's history, identity and sense of place are protected for future generations to celebrate and enjoy. Planning permissions will not be granted unless robust justification is provided in the planning process for any deviation from these clauses that would lead to either substantial harm or total loss of a designated heritage asset.  As set out in the Local Plan, if new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine walking, cycling and public transport use.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include new GPs and healthcare facilities.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Peter Labov				542 - Pear Tree House	No	No	No	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Chingford is not a high rise area and does not have the transport links to support it. How will the people get around? The roads are completely choked, no tube, buses are overflowing, often have to sit a few pass because they are full (pre-pandemic which is what you need to compare with) and at the very times we need to travel into work. At other times buses are not completing their route due to traffic chaos. Until the lack of effective public transport is resolved, how can we consider squeezing more people into an already vastly over populated area?	Yes	Do not trust the council or planning teams	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan Active Travel and Transport chapter sets out measures to ensure connectivity and integration of the public transport network with other active transport modes including walking and cycling. The Local Plan aims to ensure that new development does not lead to excessive car parking provision that can undermine cycling, walking and public transport use.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noticeable alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.
Richard Iles				542 - Pear Tree House	No	No	No	A proposal for an Elderly residential accommodation development on this site by McCarthy and Stone was rejected by the Council and (on Appeal) by a Planning Inspector. I would have thought that there is a shortage of such provision in the Borough. There is a growing need as the population is ageing. One reason the Council gave for rejection was the use of the development and I hope they are not following the same path. The site is currently undergoing extensive refurbishment/redevelopment however presumably to accommodate a significant number of occupants although there appears to be no information about the purpose of this activity.	I think the existing building which is modern and sound should be retained for elderly residents. I should also perhaps declare a future interest!	Yes	-	This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  The Local Plan sets out requirements in Policy 14 and 15 for the proportions of homes in a scheme which are expected to be low-cost rented, and which are to be intermediate and the expected mix of sizes. Variations are considered when they can be justified based on a number of factors including site location, area characteristics, design constraints, scheme viability and end-user affordability.  The Local Plan contains requirements for access to Policy 16 - Accessible and Adaptable Housing. This sets out that all newly built self-contained homes are to be accessible and adaptable in line with Building Regulation M4(2) and a minimum of 10% of new-built, self-contained homes are to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3). This will be applied to the site allocations and ensure that they contribute to meeting housing needs.
-				542 - Pear Tree House	No	No	No	Should not encourage new building when not necessary.	Retain and refurbish existing building.	No	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.
-				542 - Pear Tree House	No	No	No	Surely all of these proposals are not made by local residents but presumably by people that live out side Chingford/Highams Park areas?	NO COMMENT	-	-	The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.
Christine Shepherd				542 - Pear Tree House	No	No	No	The need in this area is for affordable houses rather than flats with no parking or outside space, since the London plan was drafted, COVID has placed the need for outside space has been demonstrated in terms of the mental and physical health of WF residents. The number of Existing vacant housing and flats has not been investigated fully, making the judgement of the units currently needed not legitimate.	The current number of units available needs to be calculated, the wishes of those on the housing waiting list needs to be acknowledged in terms of area they want to live in and what level of accommodation they need.	-	-	The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2021/26. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.

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Key Anderson				S463 - Pear Tree House	No	No	No	No	All developments should be stopped while council is investigated as to why they are building houses in excess of requirements. Claire Coghil didn't act alone....	Council is corrupt and building for profit not the needs of Chingford citizens	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.	
Conservative Councillors (Alicia)				S463 - Pear Tree House	No	No	No	No	We support the redevelopment of this site in accordance with the granted planning consent for sheltered housing.		Yes		This response is noted.	
Tim Hancock				S463 - Pear Tree House	No	No	No	No	I Strongly Object to this exploitation (Development implies something positive and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding/denigration to the surrounding environment, negatively affecting the current residential) This inconsiderate and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the Burden for generations to come. A significant and holy origin to this approach to development activity is to provide a resolution to an upstream problem created from weak decisions centring on failure to control immigration, and defend the sanctity of the family by previous and current politicians, contrasted by commercial interests, and pushed on the public by propaganda from the media that is suggested by corporate interests who are not attached to the community and therefore not affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.  Fundamentally the building of this nature is an antithetical and aggressive attack on the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.  The reason this is an obvious attack is; the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is virtually impossible to maintain a cohesive culture without the historically stable family unit, which has a high dependency on a home that serves as a liberal foundation for its existence.  The current proposed developments are a reversion of the failures that are	Reject		Yes	This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by importing anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few elite masses and long run cost for the local community. This approach is creating a social and cultural desert one enclave at a time. SO YES, STRONGLY OBJECT, and I am keen to understand how the people who profit first and most in short-term financial terms will underwrite the future wellbeing of the indigenous community?	Offensive Response
Anthony G Thorne Lip				S463 - North Circular S12	No	No	No	No	18. Before submitting a local plan to the Secretary of State under section 19 of the Act, the local planning authority must: (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 31(1).  18.17(1) A local planning authority must: (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.  (2) The bodies or persons referred to in paragraph (1) are" (a) each of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;	Based on the personal knowledge of the location and the problems associated with recent developments I do not believe the plan to be sound. Currently Chingford suffers from a major problem with emissions from the Emerson Waste Plant which results in higher than normal infant mortality rates and even though they state the new larger plant will be more efficient there will still be emissions. Although they suggest these toxic will be removed I do have my doubts or will there be others which could be more toxic.  A number of the proposed sites are right on the boundary of the L1E2 zone and driveway of the road meaning these will be the first areas to pick up the extra CO2 and NO2 from vehicles avoiding the L1E2 charge. But the rest of the area will also be subject to these increases and the proposed actual air flow possibly result in pockets with even higher r concentrations.  Waltham Forests current population density is far to high and as such we have seen significant increases anti-social behaviour, crime and in particular violent crime and mental health issues. Also the recent Covid pandemic showed that areas of high density being allowed the virus to spread more rapidly. In fact history has shown that people need space in which to live with green space. There has been an example of problems with the Chingford Hall Estate where the 1960's tower block was removed as there were major problems with all the matters listed above.  If we look at the East End in the Victorian era the population density led to high infant mortality, low life expectancy, crime, what we now call anti-social behaviour, and mental health problems. In it was featured in the 1930's that people needed space and New Towns were built to reduce population density. The 1930's 1940's 1950's		Yes	Because there are too many unwanted work	This response is noted.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement.  The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a new urban environment with reduced congestion, parking problems and improved air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/rented vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  The Local Plan states that the loss of existing social or community infrastructure will usually not be permitted unless there are adequate alternative facilities. It is no longer required or would not lead to a shortfall in provision.  The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an L106 planning obligation.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
Lloyd Parkinson				S463 - North Circular S12	No	No	No	No	Proposed developments would be out of keeping with the area, they cannot be delivered with policy Compliant level of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no sufficient/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life etc		Yes	Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life	Through the evidence published in the Character Identification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver a higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life etc  The London Plan (2021) sets a 30 year minimum housing target for Waltham Forest of 22,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 2,830 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate level of infrastructure needed to be truly sustainable.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During the pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.	
John Duffell				S463 - North Circular S12	Yes	Yes	Yes	Yes			No	-	This response is noted.	

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Mike Chimes				S464 - Justin Road and Troxy Way	No	No	No	It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed. Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plan may be rejected. Failing to comply with "rules that are not transparent to consultees. Consultation on the site allocation (LPA) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LP2) for 2020-2035. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the topics of meetings which have been very coloured by political point-scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders. One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees allowed, or have been difficult to get into online. In general however it has been apparent both from LP1 and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 1800 homes per year. While WFPF has a large waiting list (2020), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the borough will meet expressed housing need. More	It is suggested that until master plans are developed, through consultation, for the main centres identified in LP2 consultation on individual sites is paused. This site should be considered as part of a group comprising SA 46, 47, SA 53, 64 and 74, possibly extended further to include along the north circular, with full consideration of the implications for these developments on active transport infrastructure, improvements to east west public transport beyond and within the borough, and opportunities and needs for soft infrastructure eg health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population	Yes	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are: Positively Prepared This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved. Justified This means that the Local Plan should be based on a robust and credible evidence base involving: • Research/fact finding, the choices made in the plan are backed up by facts. • Evidence of participation of the local community and others having a stake in the area, and • The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved. Effective This means the Local Plan should be deliverable, requiring evidence of: • Sound infrastructure delivery planning. • Having no regulatory or national planning barrier to delivery. • Delivery partners who are signed up to it; and • Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities. • The Local Plan should be flexible and able to be monitored. The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the ODP should make clear that major changes may require a formal review including public consultation. Any measure which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. Consistent with National Policy and in general conformity with the London Plan. Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough's, in "general conformity" with the London Plan. Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.
Lloyd Parkinson				S464 - Justin Road and Troxy Way	No	No	No	Proposed developments would be out of keeping with the area. They cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes that require by the London Plan. Existing residents will be over looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the effects on the quality of life etc	Build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Yes	Shortage of doctors, hospitals, dentists, schools, demand on the roads, the effects on the quality of life	This document demonstrates that the Council's consultation and commitment to work together with neighbouring boroughs and other stakeholders to maximise the effectiveness of the Local Plan Document, better and more
Simon Binks				S464 - Justin Road and Troxy Way	Yes	Yes	Yes			Yes		Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocation process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured. The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres. The London Plan (2021) sets a 20 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London. This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Muhammad Reza Nasirullah-Jabbar-Masoodah				S465 - Hainault Road	Yes	Yes	Yes			No		This response is noted.
Peter Bearman				S467 - Barrett Road	No	No	No			No		This response is noted.



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				S468 - Highams Park Industrial Estate	Yes	No	No	Lack of facilities with no provision to improve infrastructure.		-	-	The Local Plan Infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Ray Anderson				S468 - Highams Park Industrial Estate	No Response	No	No	All developments need to be scrutinised as council is building/ developing above requirements. See why Claire Coghil "resigned" and how all these plans were developed under her watch.	Stop all developments until current Council fully investigated as they do not have Chingford residents interests.	-	-	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has a substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan.  The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,640 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2027/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.
Mike Turpin				S468 - Highams Park Industrial Estate	No	No	No	It does not comply with the LBWF commitment to abide by the accepted local Plan. All new building should not be too high and should be designed to match the local style.	It should comply with the limitations contained in the Local plan.	Yes	To ensure that LBWF comply with the approved Local Plan.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Van Ashley				S468 - Highams Park Industrial Estate	No Response	No	No Response	There is insufficient parking to support additional industrial, retail or residential capacity at this location. It is likely that existing industrial activity would be lost during redevelopment and be unlikely to return. The site is not well connected - contrary to the assertion in the plan.	Remove this location designation and suitable for development from the plan	Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Waltham Forest has an identified need to provide additional industrial floorpace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorpace, and the intensification of industrial provision is encouraged.
Benjamin Faulkner				S468 - Highams Park Industrial Estate	Yes	Yes	-	-	The plan should include guarantees to retain the same amount of green space and recreation space as we have today.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment (as the objective of protecting, restoring and enhancing the Borough's natural environment). A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
										No		

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S468 - Highams Park Industrial Estate	No	No	No				-	This response is noted.
Simon Binks				S468 - Highams Park Industrial Estate	Yes	Yes	Yes				-	This response is noted.
Beryl Lough				S468 - Highams Park Industrial Estate	Yes	Yes	Yes			No	-	This response is noted.
Tom Hancock				S468 - Highams Park Industrial Estate	No Response	No Response	No Response	<p>I Strongly Object, to this exploitation (Development implies something horrible and THIS IS NOT THE CASE, these proposals are simply adding to overcrowding, designations to the surrounding environment, negatively affecting the current residents)"</p> <p>This is an expedient and arbitrary decision to simply drop a development in to this community is a classic case of developers maximising their profits and externalising the cost on to others who shoulder the burden for generations to come. A significant and likely origin to this approach to development activity is to provide a resolution to an intractable problem created from weak decisions (centering on failure to control immigration), and defend the sanctity of the family by previous and current politicians) orchestrated by commercial interests, and pushed on the public by propaganda from the media that is puppetsed by corporate interests who are not attached to the community and therefore are affected by the devastating and painful outcomes for all families and communities down on the ground in local areas.</p> <p>Fundamentally the building of this nature is an antithetical and aggressive attack at the roots and future of the indigenous culture and English people of this town, while also expanding this attack to the wider country.</p> <p>The reason this is an obvious attack is, the nature of these developments, are completely void of any substance or virtue related to accommodating, or fostering any semblance of a family, and by virtue of follow-on the strengthening of English culture that has existed and been nurtured over many hundreds of years in this town and country. By its blood, soil and spirit, it is verifiably responsible to maintain a cohesive culture without the historically stable family units, which has a high dependency on a home that serves as a literal foundation for its existence.</p> <p>The current proposed developments are reminiscent of the failures that are</p>	<p>Reject based on continued denigration to local community and strain on local services, as pointed out above.</p>	Yes	<p>This development is another step on the way to creating a dead zone and destruction of a healthy balanced community, through the method of Salami slicing tactics to displace current communities. This approach also seeks to compound the destruction of local communities by impacting anyone at breakneck speed, with a contempt for the consideration toward the current people in the vicinity, while it is also an assault on their existing culture and community values for the profit of a few at a massive and long run cost for the local community. This approach is creating a social and cultural desert we enclose as a time. SO YES, I STRONGLY OBJECT, and I am keen to understand how the people who profits first and most in short term financial terms, will underwrite the future wellbeing of the indigenous community?</p>	Offensive Response
Michael Phillips				S469 - Heathcote Lane S13	No Response	No	No	<p>The plans make no mention of the hundreds of un-occupied dwellings in the south. This area does not need more shabby built high-rise blocks, which will increase traffic, increasing risks for pedestrians and cyclists, and dislodge local residents for many years. What is needed is (a) green space and better access to the wetlands, (b) commercial space for local businesses, and (c) sensitive development of existing industrial areas to enhance its character and utility. Adding thousands of residential units will stretch infrastructure and diminish the character of the local area.</p> <p>If residential units are required, build quality family houses, not flats!!</p>		No	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p> <p>Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan requires that utilities infrastructure and connections must be designed into the development from the outset and all new development must demonstrate that there is sufficient utilities infrastructure capacity to adequately support their proposal. Additionally Where there is an identified deficit, the developer will be expected to make sure that necessary infrastructure will be provided as part of the proposal and secured through an s106 planning obligation.</p>

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Ben Tompson				5469 - Blackshore Lane S1L3	Yes	No	Yes	I recognise the need for new homes but this proposal talks about optimising the volume of homes, which will put too much pressure on the surrounding green space and building at height, which will harm the value of the marshes as open green space uninterrupted by unnatural structures. There is no mention of a pre-sustainability strategy with regard to protecting the surrounding green space and the development itself being carbon neutral and sustainable. Many people attribute their mental health and wellbeing to being able to access the open space of the Marshes. The open green space of the Marshes has been a saviour for so many local residents. The benefits of open, unobstructed green space is backed up by over 1000 clinical studies in the last 5 years alone.	A development at this scale should have the environmental impact and sustainable building practices at its heart. This means low rise buildings that complement their surroundings and don't obstruct views of green space for local residents. Buildings that use sustainable resources. A building strategy that means the development is self sufficient through sustainable energy technologies like solar and wind. This approach needs to be outlined from the start, before any high level permissions are granted.		-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  Through the evidence published in the Character Interference Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  In April 2020, The Council declared a Climate Emergency. In the Chapter in Local Plan Part 1 entitled Addressing the Climate Emergency, The Council sets out a strategic objective to build the borough's climate change resilience by targeting net zero carbon emissions by 2030. This will be achieved by delivering more energy efficient development that is constructed to a more sustainable design and where possible connect, whether it's new build or the retrofitting of existing property, reducing the dependency on cars by encouraging modal shift to more active forms of transport such as walking and cycling, consuming less and recycling more which is in line with the GLA's Circular Economy Statement and the promotion of nature, health and wellbeing to increase resilience against climate change conditions such as heatwaves and flooding.
Ashley Fletcher				5469 - Blackshore Lane S1L3	No	No	No	The plan appears to have ignored the 100s of residential units to the south of the S1L, indeed they are not even represented on the map (and residential blocks are missing on Moorlands Road/ Champneys Close/ Hoffmans Road etc.). Further, the plan says "New development is required to mitigate for potential impacts (noise, odour and air quality, visual amenity, hours of operation and lighting) to protect the operations of the existing businesses" again totally ignoring existing residents to the south of the area. Why should the new development only have to mitigate potential impacts to existing business but not existing residents? Tall towers are being suggested to be very near the south of the area, again this totally ignores the 100s of residents that live to the south who would have a huge tower block look on top of them. Why is Waltham Forest suggesting tall towers, the Taylor Wimpey development just south of this area was only allowed to be six stories this would seem a sensible height for these new developments.  The area is already struggling with a lack of social infrastructure for local residents, a new GP was promised years ago as part of another recent development but that is still not open. Have Waltham Forest considered local GP's etc., do we have the capacity for these additional residents? Will you be requiring new schools/ dentist practices/ GP, etc.  Have Waltham Forest considered the air quality/ noise issues from "industrial intensification"? It seems odd that Waltham Forest are seeking to do this when they have acknowledged that there are air quality/ noise issues already coming from the industrial estate which they are struggling to reduce/ deal with. I understand there are a number of active noise/ pollution complaints that Waltham Forest are investigating from this area.  I think this area should be developed, but more consideration for local residents is required (in particular those to the south of the area, that means the low income, pensioners, carless, disabled etc.)	The plan needs to be modified to take into account the 100s of residents living to the south of the area, which appear to have been totally ignored/ forgotten (to the extent that residential blocks do not even appear on the map included with this plan.). The tall blocks should be further north in the area, and all new development should have to consider existing residents and not just businesses.	No	To ensure local residents are fully consulted	Through the evidence published in the Character Interference Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The site allocation requires that replacement commercial floorspace is reproduced, ensuring that the site still provides economic opportunities.  The Local Plan infrastructure policy requires that the development would need to provide adequate contributions towards physical, community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to local Plan consultations have always been welcome either through the online portal or by email and post.
Cheryl Gayer				5469 - Blackshore Lane S1L3	No Response	No	No	The Local Plan completely ignores the substantial residential development Hoffmans Road/ Hoffmans Road/ Champneys Close immediately below the site boundary at the bottom of the plan. Not only is that area blank on the plan, but your development guidelines ignore it. The guidelines discuss mitigating potential impacts (noise, odour and air quality, visual amenity, hours of operation and lighting) to protect the operations of the existing businesses but they make no mention of mitigating potential impacts on local residents. This is unacceptable. Moreover, the Local Plan suggests potential for height at the south of the site. That would be in close proximity to the residential development, which is only six floors high, and adjacent to the Wetlands. A tall building in that location is completely inappropriate.	The substantial residential development located immediately below the site boundary should be included in the Local Plan both in terms of the placement plan and in terms of the development guidelines. It is essential to consider potential impacts to these residents and how to mitigate them. Moreover, neither high-rise buildings nor heavy industry should be allowed in the south part of the site in view of the large number of residents living immediately south of there. Any tall buildings and heavy industry should be reserved for the central or north part of the site and query whether either is appropriate given the proximity of the Wetlands.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The new Local Plan sets stringent environmental standards, including with respect to pollution. It requires that development should meet or improve upon air quality network standards over the lifetime of a development and does not contribute to a decrease in air quality during the construction or operating stages of development.  The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimize these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.
Dominic				5469 - Blackshore Lane S1L3	No	No	No	Because it's not for local people who won't be able to afford anything there	Don't build anything there that is natural for the local wildlife to inhabit	No	No it's not necessary	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  This is noted. However, it's through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this the appropriate development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
										No		

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Julian Cheyne				S469 - Blackhorse Lane S13	No Response	No	<p>Development of this site will adversely affect the neighbouring Walthamstow Wetland which is a Site of Special Scientific Interest (SSSI), a RAMSAR (wetland of international importance) site and part of the Lee Valley Special Protection Area (SPA).</p> <p>The Site Allocation fails to mention these important features of this site and fails to consider the harmful impacts this site will have on the Walthamstow Wetland.</p> <p>Waltham Forests Policy 86 H states:</p> <p>Policy 86 H: Development proposals will not normally be granted planning permission where they pose adverse direct or indirect effects on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA). Development on or near to Walthamstow Reservoirs Special Protection Area, Walthamstow Wetlands and Walthamstow Marshes Sites of Special Scientific Interest must not have a detrimental impact on the biodiversity or nature conservation value of the site.</p> <p>Waltham Forest lists the following policies in its Draft Local Plan:</p> <p>a) Protect and enhance existing green and blue infrastructure, including open space and leisure facilities, biodiversity and nature conservation (17 'Protecting and Enhancing the Environment')</p> <p>Policy 14.5 A.5 C. (relating to any negative impacts it may have on visual amenity, access, health and safety)</p> <p>14.6 amenity will be carefully assessed in regards to its associated environmental, health and social impacts, in relation to both the immediate surroundings and the wider environment.</p>	<p>Development should be restricted in terms of population and the number of units. Tall buildings should not be allowed. This site has a number of important environmental designations. As Waltham Forest states in its policies it should respect and protect green open spaces in all parts of the borough, whether they be Epping Forest, the Lee Valley Park or local open spaces. Green open spaces provide important health, social and economic benefits which are all the more important in dense urban settings. Increased population pressure is unsustainable and tall buildings reduce the same of openness of open spaces harming visual amenity.</p>	Yes	<p>I am a member of Save Lee Marshes, which campaigns to protect and enhance green open spaces in this part of London</p>	<p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to new development sites in the Borough.</p> <p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a brief of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p>
Tara				S469 - Blackhorse Lane S13	No	No	<p>We are facing a climate emergency, potentially one of the biggest emergencies and thus crises of our lives. We need to create more green spaces, not build the ones we have. We need less emissions, pollution and waste, not more. We need to protect the biodiversity of special green spaces such as marsh land, ecological habitats that pollinate flowers, clean the air and soak up flood water. This is anti progressive and not for the benefit of the people.</p>	Keep the site as is	Yes	To make sure its fair	<p>Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p> <p>This is noted. However, it is through the adoption of Local Plan, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p>
Caroline Day				S469 - Blackhorse Lane S13	No Response	Yes	<p>The 'potential for height' i.e. blocks of 16-27 directly adjacent to Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p>	<p>To be in line with the protections afforded to SSSI, RAMSAR sites of international importance for nature conservation and the SPA, there should be no 'potential for height' afforded to this site allocation. Development, if any, should be strictly limited in terms of height, purpose and scale in order not to have a significant adverse impact on the neighbouring wetlands.</p> <p>This relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lights and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed.</p>	Yes	<p>If further detail is required, for submissions to be taken fully into consideration.</p>	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>
-				S469 - Blackhorse Lane S13		No	<p>I consider it unsound to build tower blocks alongside the Wetlands. Doing so will change the experience of being at the Wetlands, the sense of space and openness. At a time when people need more access to open space and nature this would be the entirely wrong and backward facing approach.</p>	<p>Build low level buildings, not impinging on the openness of the skies around the Wetlands, not on flood plains, and not taking up any space which is not currently being used as leafy nature alone.</p>	Yes	-	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.</p>

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Tushar Kulkar				S469 - Blackhorse Lane S113	No	No	No	<p>The plan fails the duty to cooperate because it arbitrarily increases the assigned houses gross from 1800 to 2300. This is completely unnecessary and was not consulted on in any other document. There is no evidence provided for why this is the correct amount for this area. 2300 is a very substantial amount which would substantially reduce the ability of the landowners to help provide industrial use cases. Therefore this should be reduced to 1800 otherwise the plan is not sound or cooperative.</p> <p>Furthermore the plan fails the agent of change principle because it does not state that it will mitigate pollution impact on local residents, such as those living in the development south. By increasing connectivity through these developments the council is merely increasing ASB and noise pollution affecting as 1000s of people will be walking down residential streets that are not intended for such use.</p> <p>Lastly, there needs to be clear statement that local areas accessible to the public are being created rather than private use cases for specific residents only.</p>	<p>Reduce the houses target to 1800.</p> <p>Put language in to the principles stating "the new area will ensure that there will be safeguarding of local residents to prevent spillover effects such as increased noise pollution and use of residential roads". This is achieved by ensuring pedestrians and cyclists use new infrastructure along Blackhorse Lane, and along the west path along the wetlands.</p> <p>Another statement stating that development must prioritise creating public spaces accessible for all, rather than private uses.</p>	No	-	<p>The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to that set out in the London Plan.</p> <p>The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.</p> <p>As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The Duty-to-Cooperate demonstrates the Council's cooperation and commitment to work together with neighbouring boroughs and other public bodies to maximise the effectiveness of the Local Plan Documents being produced.</p>
Colin Miller				S469 - Blackhorse Lane S113	Yes	Yes	Yes	The area needs more hospitality, retail and housing, plans look great!	-	No	-	<p>The Council sets out its strategy for managing change in the Borough's Town Centres, High Street L, and Local Parades to ensure that they remain relevant into the future and evolve and develop to continue to help residents meet their daily shopping, work and recreational needs and help the Council ensure an effective delivery of its 15-minute neighbourhood objectives. These policies also support new high street and town centre uses that may emerge in the future. Additionally, the Local Plan sets out how the Council will introduce measures to protect and enhance the retail offer in the borough to maintain vitality in our distinctive high streets and town centres.</p>
Maria Zazovskaya				S469 - Blackhorse Lane S113	Yes	Yes	Yes		-	No	-	This response is noted.
Barnaby Frost				S469 - Blackhorse Lane S113	No Response	No Response	No Response		-	No	-	This response is noted.
Edward Friel				S469 - Blackhorse Lane S113	Yes	Yes	Yes		-	No	-	This response is noted.
									-	No	-	

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Colin Dear				S469 - Blackhorse Lane S13	Yes	No	Yes	The proposal makes no mention of the fact that this proposed development site fringes on the Lee Valley Special Protection Area (SPA) and the Wetlands which are a Site of Special Scientific Interest (SSSI) and a RAMSAR site of international importance. This is inconsistent with the protection the council is ensuring for Epping Forest (a Special Area of Conservation) if the forest is being protected, the Wetlands area should also be protected. The current proposed site development is not consistent and unsound.	The developments should protect this important habitat. The height of developments and numbers of people involved should be limited and the development should be reformed.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Dominic				S469 - Blackhorse Lane S13	No	No	No	Because its not for local people who wont be able to afford anything there	Don't build anything there leave it natural for the local wildlife to inhabit	No	No its not necessary	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.  There are many definitions of affordable housing. Because of the severity of the housing crisis, an increasing number of households on a range of income are affected. This means a range of options are needed. Low-cost rent including Social Rent and London Affordable Rent will form the basis of genuinely affordable homes, however intermediate housing can and will still play an important role. Shared Ownership for example, supports home ownership aspirations for people who might otherwise struggle to get on the housing ladder.  The allocations require affordable housing in line with the policy approach set out in Local Plan 1.
Melina Lurie				S469 - Blackhorse Lane S13	Yes	No	No	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of jobs and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Borough's Local Plan has a policy on protecting and enhancing the environment (as the objective of protecting, restoring and enhancing the Borough's natural environment). A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Stephanie Anderson				S469 - Blackhorse Lane S13	Yes	No	Yes	I agree with wanting to regenerate the area, but building 8 up in such a way will change the feel of the area without providing facilities that are so badly needed (childcare/ transport to facilitate the number of people already living in the area/ food shops). The wetlands are a big draw to Blackhorse Road, and building up the skyline will have a negative impression.	It should remain in the nature it is now, i.e. not residential and with no tower blocks.	No	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.  Through the evidence published in the Character Identification Study, sites that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development any infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Borough's Local Plan has a policy on protecting and enhancing the environment (as the objective of protecting, restoring and enhancing the Borough's natural environment). A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
Amy Brites				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 sits alongside the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of jobs and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
										Yes		

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Amy Story				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Susan Marsh				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	Access to greenery in the marshes has been one of the few consistent pleasant escapes possible to me in the last 2 years. This kind of access to nature is very rare in London and one of the reasons that made me want to live on this side of the borough. I believe that further grand scale constructions will further denature the space. Londoners need more green space and less speculative high-rises.	Respect the importance of the marshes as a key nature site in the life of East London residents. Keeping the marshes wild is the best option. Alternatively minimize as much as possible the impact of new constructions on the identity of the marshes, one of the rare easily accessible open spaces in a busy city, leaving it as a low rise and inviting nature to flourish.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Nicole Robinson				S469 - Blackhorse Lane S13	Yes	No	No Response	I welcome redevelopment in this area, however this should be in keeping with the surroundings in terms of height. Nothing should be exceeding five stories and a focus on people-centred urban development.	Nothing should be exceeding five stories and a focus on people-centred urban development.	-	-	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 3 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Carolina Thorbert				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abuts the Wathamstown Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Fiona Johnson				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abuts the Wathamstown Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Katie Webb				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abuts the Wathamstown Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Camilla Wilson				S469 - Blackhorrie Lane S113		No		The Blackhorrie Lane S113 abuts the Wathamstown Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound. The proposed development at S113 - Blackhorrie Lane will put huge population pressure on the neighbouring wetlands. Land in the planning proposals, there is absolutely no mention of the impact thousands of new residents, will have on the Wetlands and the surrounding areas. This population increase will in turn increase congestion, air, noise and light pollution on the vulnerable wetland area it sits besides.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.  The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, so the Wetlands cant, then the development should be reformed.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Kai Pearson				S469 - Blackhorse Lane S13	Yes	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Peter Mills				S469 - Blackhorse Lane S13	Yes	No	No Response	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Victor Smith				S469 - Blackhorse Lane S13	Yes	No	Yes	Walthamstow Wetlands, which is next to this proposed site, is part of the Lea Valley Special Protection Area, a Site of Special Scientific Interest, and a Ramsar site wetland of international importance. This Local Plan is unsound because it does not take this into account, therefore potentially enveloping the impact of this Plan on the valuable wetlands it is next to.	This Local Plan should be modified to take into account the protected status of the Walthamstow Wetlands, and it must be ensured that any development does not negatively impact the Wetlands. Like Egging Forest, Walthamstow Wetlands and the Hackney and Lonon Marshes, area should be protected from development. This is particularly important as this area is a floodplain that act as a buffer to protect local residential and commercial areas from increased risk of flooding caused by climate change.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Emily Baker				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Alexandra Bosu				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations documents, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
C Martin				S469 - Blackthorne Lane S113	Yes	No	Yes	I think the size of the proposed development would be incredibly overwhelming to a neighbourhood who use the space for mental health and wellbeing. I work as a counsellor and regularly have clients who describe the positive and life changing effects of visiting open green spaces - often with particular reference to 'openness', 'wildness' and 'freedom'. Tower blocks like this would not only totally ruin this sense of space, a real rarity for Londoners, but also bring a huge influx of population who the demographic (due to the proposed high prices) are not necessarily those who would use the space, or most sustainable. Additionally it seems impossible that the wildlife and biodiversity will be unaffected by these changes. I believe these plans are unsound and unethical, motivated only by money - complete object.	I believe the only justifiable plan would be to leave the site as it is, to see how any building is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  In April 2019, the Council declared a Climate Emergency. Reducing private car travel will improve air quality by reducing air pollution. This will also be of beneficial for the health of our residents. Most residential development proposed within the Plan is car-free and employment development is car capped. Additionally, the Policies in Local Plan Part 1, ensure that development coming forward in the borough meets and where possible improves air quality standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage as a passive measure.
Jade Crowland				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations documents, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Nina Pearلمان				S469 - Blackthorne Lane S113	Yes	No	Yes	Walthamstow Wetlands is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). The Blackthorne Lane S113 proposal directly impacts the Wetlands adjacent to it. Surprisingly this information is absent from the development guidelines. The borough should apply the same approach to our blue and green spaces worth of protection as it does to Epping Forest, a Special Area of Conservation (SAC). To apply a different approach to sites equally worth of protection is inconsistent and, therefore, unsound.	The borough should apply a consistent approach to the relationship between people and green spaces across the borough, and seek to protect natural habitats from damage caused by an increase in population density and all that it entails (increase number of pets and lighting, congestion etc). If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	My quality of life and the value of my property will be directly affected by this proposal, which will have negative impact on wellbeing and the existing community. I seek to ensure my voice is heard.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Ben Blackman				S469 - Blackthorne Lane S113	No Response	No	No			Yes	-	This response is noted.
										No		

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Anna Povey				S469 - Blackhorse Lane S113	No Response	No	No Response	The Blackhorse Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. Low level development, in keeping with the wetland and surrounds, and in keeping with the kind of homes that people actually want to live in (6 storey max).	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S113	Yes	No	Yes	The Blackhorse Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Liz Biscoe				S469 - Blackhorse Lane S113	No	No	No	The Blackhorse Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Paul Bolding				S469 - Blackhorse Lane S113	No Response	No	Yes	It's inconsistent to seek to minimise access to Egging Forest in one part of the borough, as the council rightly does, and yet put forward proposals like this, given that the Blackhorse Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance, a RAMSAR site and part of the Lee Valley Special Protection Area (SPA).	Stop the development completely because the scale and massing of these blocks is such that they would dominate an important open space and greatly reduce their amenity by imposing a feeling of enclosure and being surrounded. An important part of the enjoyment of these green spaces is to get away from the pressures of daily life and no cost to the ordinary people of London. These blocks would hugely reduce that enjoyment for all consumers.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
										No		

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Leanne Davis				S469 - Blackhorse Lane S13	No Response	No	No Response	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Mary Ruddy				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Jack Fourd-Williams				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Marion O'Brien				S469 - Blackhorse Lane S13	Yes	No	No	As the Blackhorse Lane S13 abouts the Wetlands the plan would dramatically affect the delicate ecosystem of this SSSI as well as bring additional pressure to the local transport links which are already stretched by all the new developments in the immediate area. The Wetlands are part of the Lea Valley Special Protection Area (SPA) yet there is absolutely no mention of this in the development guidelines. The borough's green and blue space is vital to the physical and mental health of residents	Development should be restricted in terms of number of units and height (no more than 5 stories) with a focus on people-centred urban development and social housing. As Waltham Forest states in its policies it should respect and protect green open spaces in all parts of the Borough, whether they be Epping Forest, the Lea Valley Park or local open spaces.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	No	No	No			No	-	This response is noted.

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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. The proposal is unsound in many ways. Damage to precious wildlife, ecosystems and local biodiversity. This will happen as the area is built on and then further impact will come from the population increase in the area. Increase of people, cars, noise, lights, vehicles and pollution will have a hugely negative affect. Decreased mental wellbeing of local residents. Local have relied on the sanctuary of the marshes for decades and especially so over lockdown. South open green spaces boost mental wellbeing, help reduce crime and help people recover from illness. Creating a multi-storey eye wall will completely change the place and take something very precious away from locals. A less effective flood plain. The area is a flood plain for the local area. This needs to be kept in tact for greatest effectiveness. The site weather is only getting more extreme. The flood plain needs to be preserved.	would like to see the site left as it is for the benefit of the existing local community and wildlife. It would support a diverse ecosystem and benefit peoples mental and physical health as well as protecting them from flooding, pollution and overcrowding, with detrimental affect would also be reduced.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Alex Turner				S469 - Blackhorse Lane S13	Yes	No	Yes	-	-	no	-	This response is noted.
Jack Barnett				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	no	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The area is so important for us local residents, it's a deprived area and this area of greenery and beauty is a lifeline for us. You wouldn't be doing this in Green Park where all the posh's live, why do it here? You will be destroying poor people's mental wellbeing if all this goes ahead.	Stop this development as much as possible, to keep the area green and keep the deprived local areas mental health up, especially in these hard times.	no	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorrie Lane S113	No	No	No	The council of Waltham Forest rightly acknowledges that access to green spaces, particularly open green space, is essential for physical and mental health and wellbeing. Protecting this green space and its biodiversity should be one of the top priorities of Waltham Forest council and it's residents. Spaces such as this have save the mental health of many citizens specially during the pandemic and the lockdowns and these proposed tower blocks and houses will completely destroy that	If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be refused. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
	Gian Singhara-Warner			S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
	Charlotta Macken			S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
	Sara Hussaini			S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Sara Hussell				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sara Hussell				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Samantha Burridge				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Sarah Hutchings				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Anna Dubai				S469 - Blackhorse Lane S13	No Response	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Ian Pither				S469 - Blackhorse Lane S13	No	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Jodie Cahill				S469 - Blackhorse Lane S13	No Response	No	No Response	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Egging Forest and mitigate for urban effects to ensure no adverse effect on the Egging Forest SAC. However, to the south of the borough, access to the marshes is being used to support intensive development. Protecting Egging Forest is essential, but it is also essential to protect the marshes and smaller scale parks such as Pocket Park that will be destroyed in this construction. To have two different approaches to the protection of green spaces in the borough is unsound. While protecting Egging Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes and pocket park. Pocket park hosts over 100 trees and its destruction will increase the likelihood of flooding in the area should the River Lea overflow. Therefore its loss of protection with the marshes, compared to Egging Forest is unsound.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting, pollution and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. These areas are harmful as they will undoubtedly lead to a loss of trees all along the east side of the Marshes and further destruction of local green spaces. I suggest the modification that this be kept as it is that Orient Way Pocket Park is retained. The number of units and the scale of the towers should be significantly decreased, to reduce population pressure on a vulnerable natural area that can absorb it. The figures quoted for population increase are in line with pre-pandemic and pre-flood statistics, which while understandable are official figures, it is clear that population increase at this scale will not happen in the next 10 years, therefore the modifications suggested are sound.	No	As this has a massive impact on the community	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.  The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.  The allocation of this site requires the creation of high quality green space.  Through the evidence published in the Character Interconnection Study, sites that are appropriate for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some areas identified within strategic locations such as town and district centres and is close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation Document (Local Plan Part 2), means that through development by infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Burak Can Akcik				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorse Lane S11	Yes	No	Yes	The Blackhorse Lane S11 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S11	Yes	No	Yes	The Blackhorse Lane S11 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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				S469 - Blackhorse Lane S11	No	No	No	This proposal is on a risky flood plain, the marshes are a great public amenity & more high rise development rising to 50 stories strikes as mad on a safety aspect. Council was last rescued if ever needed from this height would be impossible. Try converting existing redundant factory buildings to achieve more friendly neighbourhoods. Instead of turning a well loved natural area for Hackney residents to escape to.		No	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1, Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exception test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocation document (Local Plan Part 2) means that through development key infrastructure as identified in the infrastructure Delivery Plan (IDP) can be secured.  Delivery of public space must be balanced with the need for new housing and employment. The Local Plan sets out requirements for the amount of open space to be delivered within new developments.
				S469 - Blackhorse Lane S11	Yes	No	No	The Local Plan does not consider how traffic noise and pollution will affect existing neighbours. HGVs moving in and out of the industrial estate at different hours of the day and night cause annoyance to local residents. The Local Plan needs to provide solutions to ensure the development does not cause residents in the surrounding areas to suffer.	Limit the hours where HGVs are able to access the site. Introduce no idling areas so the HGVs do not leave their engines running while waiting to unload.	No	-	The Local Plan requires that any new development must respect the amenity of existing residents and avoid harmful impacts from overlooking, enclosure, loss of privacy and loss of daylight/sunlight.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/instored vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.  As per the local plan policies, to adequately evaluate the impacts of development on the transport network and to ensure development contributes to encourage walking, cycling and public transport use planning applications must include Transport Assessments, Travel Plans, and Construction Logistics Plans. These documents will outline the potential impacts of construction traffic and detail strategies to minimise these impacts. Additionally, suitable measures and monitoring methods will be agreed upon to address and mitigate any potential issues that may arise during the construction phase.



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Jazz				S469 - Blackhorse Lane S13	No	No	No	Special Heights should be 20 metres from the river waterfront			I think all Heights should be 20 m away from the waterfront	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.
Sacey Glover				S469 - Blackhorse Lane S13	No	No	No	This creates extra traffic extra population on a grid scale but no extra schools of GP surgeries etc in place to accommodate the extra people causing more back logs and no school places for the community already here.		Yes	-	As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality. Additionally, Waltham Forest Waste and Recycling guidance for the developers sets out operational requirements and measures to enable safe, regular and easy refuse collections and to alleviate traffic congestion. Moreover, the Local Plan directs planned growth to previously developed sites that are currently under-utilised and tend to generate high numbers of private car/motorised vehicle trips. Redevelopment of these sites in accordance with Local Plan policies should significantly reduce vehicle traffic across the borough.
Abigail Woodman				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a RAMSAR site and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest SAC is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-located.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Hanna Ellis				S469 - Blackhorse Lane S13	Yes	No	Yes	This site is adjacent to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-located. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Rebecca Stewart				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-located. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCS), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Charlotte Lathams				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	No	No	No	Impacts the wildlife and open green space of the wetlands	Find new location that does not impact the wetlands	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	The plan would dramatically affect the delicate ecosystem of the Wetlands as well as bring additional pressure to the local transport links, which are already stretched by all the new developments in the immediate area.	I would propose to keep the site as it currently is or to greatly limit the height of the towers.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Rebecca Flint				S469 - Blackhorse Lane S13	Yes	No	No Response	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.  I also think that further building on a flood plain is very illogical. We are aware from friends that live on the edge of the marshes near Coppinmill that they have been informed they now live in an area at risk of flooding due to the fact that there has been so much building work near Ferry Lane/Blackhorse. For them, long term residents of over 20 years, who's homes have never flooded this was really quite shocking. Have you taken into account the rise in insurance for houses affected by the building in a flood plain?	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.  I cannot see that building on the area that is an area of SSSI and a Flood plain is logical in a time of increased global warming, higher sea level, and as we saw last year flash flooding across the borough of Walthamstow - it will only increase.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Dr Daniel Hartley				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Emma Howard				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 sits about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	Yes	It is vital that the community has a say in what is best for their local area. Additionally at a time when sustainability and biodiversity is so critical, the destruction of habitats and environments must be protected and by the community to prevent their loss for profit.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 sits about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). There is no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackthorne Lane S113	Yes	No	No	The Blackthorne Lane S113 sits about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
George Morgan				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 sits next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines which puts their legitimacy into dispute. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so too clearly should our blue and green spaces that flank the west of the borough. To do otherwise is inconsistent and therefore, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect natural habitats from damage caused by an increase in the number of people which brings with it an increase in the number of pets, potentially damaging recreational activities, lighting, emissions and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Melanie Salisbury				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 sits about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent so therefore unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
										No		

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Samantha Grayson				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Alex Miller				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 is a border with the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough. Furthermore, developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on, which will undoubtedly be caused by this proposed development. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	No	No	No	These are highly used spaces that are important for local residents, residents from afar (I regularly come here for my physical and mental health and wellbeing). These green spaces are ESSENTIAL for so many. We have enough housing blocks in the city. I think it is outrageous to take away our green spaces. The natural ecosystem here is flourishing and it would kill so many.	The relationship between people and natural green spaces and their wellbeing is irreplaceable. Please stop churning money and put our health and natural ecosystems first.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Katja				S469 - Blackhorse Lane S13	No Response	No	No Response	The Blackhorse Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Emmanuel Cooper				S469 - Blackhorse Lane S13	No			The Blackhorse Lane S13 about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Asha				S469 - Blackhorse Lane S13	Yes	No	Yes	I have been a WF resident my whole life, have lived next to and gone to school near to the Marshes. The Marshes is a special site for plants and wildlife, it is a haven for the local community who use it for education, recreation and for their mental and physical health. The proposed plans are announced as they would significantly adversely affect the Marshes and its wildlife and landscape and in turn impacting the local communities who use it daily. This I believe would go against the wishes of Waltham Forest Council who recognise the importance of green spaces. In other areas of the borough plans next to Egging Forest are showing consideration for green spaces, I believe this should be the case for the Marshes too.	Due to the nature of the plans above, I believe the only modification in this case would be to have the site as, with light industrial use. This is the only way to ensure no disturbance is made to the natural environment.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Rosieher Seay Barnes				S469 - Blackhorse Lane S13	Yes	No	Yes	The planned development about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	In order to keep consistent policy across the borough, protect habitats from damage caused by an increase in the number of people, pets, lighting and so on, I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Julio Bernucci-Amador				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	No Response	No	No Response	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Alex Birtles				S469 - Blackthorne Lane S13	Yes			In my view the local plan is not sound. First and foremost it is acknowledged that the Blackthorne Lane S13 is adjacent to Walthamstow Wetlands. This area has been designated as a Site of Scientific Interest and as such a wetland of international importance. There is no reference to the fact that it is a SSSI in the plan. This is an appalling omission and perhaps a deliberate omission to not inform residents of the impact of these plans on such a special area. Other conservation areas of special interest in the north of the borough have been protected from development. The policy across the borough should be consistent. Furthermore this area	I believe that S469 Blackthorne Road should be protected because of its SSSI status and that there be no further development plans accepted for discussion in the future. This would be in line with actions taken in respect of the north of the borough.		-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Adam Burch				S469 - Blackthorne Lane S13	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green space, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to 'minimise access to Epping Forest and 'mitigate' for urban effects to ensure no adverse effect on the Epping Forest SAC. However, the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.  The Blackthorne Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.  The following threats are all further reasons why the site is unsound: Blocks of 18-27 storeys Abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI) A RAMSAR (Wetland of International Importance) site Part of the Lee Valley Special Protection Area (SPA)	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Ben Warheit				S469 - Blackthorne Lane S13	Yes	No	Yes	The Blackthorne Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.		-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Marion O'Brian				S469 - Blackthorne Lane S13	Yes	No		The plan would dramatically affect the delicate ecosystem of the Wetlands as well as bring additional pressure to the local transport links which are already stretched by all the new developments in the immediate area. The Blackthorne Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines.	development is approved there should be a height restriction not exceeding 5 stories and focusing on social housing.  WF should apply a consistent approach to the relationship between people and green spaces and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
	Lynsey Banks			S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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	Kilian Strong			S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
	Lydia			S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Rosey Trickett				S469 - Blackhorrie Lane S113	No	No	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-visited. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.	
Rebecca Jennings				S469 - Blackhorrie Lane S113	No Response	No Response	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-visited. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.	
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Natalie Mady				S469 - Blackhorrie Lane S113	Yes	No	No	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines.  It makes no sense to mention things like 'explore the significant opportunity for enhancement on-site ecology and biodiversity'  when the proposed development is going to threaten the existing ecology and biodiversity of the existing wetlands.  As a Special Area of Conservation (SAC) the Wetlands should be protected from development in the same way that Epping Forest is. To disregard and ignore this protection is inconsistent with other areas in the borough and is therefore unsound.  The proposed development of tall towers and noise/light pollution created from the proposed development will pose a threat to the wildlife that inhabit the wetlands adjacent to the site.	propose that this development is re-thought to make better use of the existing structures and that other areas in the borough that aren't sensitive ecologically/biodiversity be considered for Creative Enterprise Zones.  The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-visited.  I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and that it is offered protection from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Angelos Angelidis				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-visited. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Jade Croxland				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Ray Crawford				S469 - Blackhorse Lane S13	No Response	No	No Response	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a site of Special Scientific Interest, the wetlands are of international significance and part of the Lea Valley Special Protection Area - this is not addressed in the proposals. The same care and protection being afforded to Egging Forest in the north of the borough should also be afforded to green spaces in this area.	This area should be protected from future development due to its proximity to the aforementioned sites.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
John Law				S469 - Blackhorse Lane S13	No			The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.		To make sure it's fair	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Hope Lawin				S469 - Blackhorse Lane S13	No			The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Iris Vaira				S469 - Blackhorse Lane S13	No Response	No	No Response	The wetlands are vital for people's mental health as they're an open green space we have not very much of	That S469 Blackhorse Road be protected and maintained as it is	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Margaret Clarke				S469 - Blackhorse Lane S13	Yes	No	Yes	the proposed site is next to the Wetlands, which is a special site of scientific interest, and has been celebrated as another major attraction in Waltham Forest. The open access proposed poses a threat to the wetlands through increased footfall and that of pets, visitors with the residents. This is in contrast to the managing of access by Epping Forest where there are steps to protect the space. There should be consistency of policy across all sites in Waltham Forest	suggest leaving the site as it is, so that the precious biodiversity is not compromised through the significant changes planned	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Michael Dsworth				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed. I propose that S469 Blackhorse Road be protected as the SSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Catherine				S469 - Blackhorse Lane S13	No	No	No	this is right next to the Wetlands, high towers and migrating birds are not a good mix. the Wetlands is a unique site - of scientific interest and the place where some duck species come to roost, the only space they come Humans also need this space for their physical health - the green lungs and mental health.	if building has to happen it should be eco friendly - provide habitat for the bats/ birds etc. the height proposed is totally unacceptable.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Luke Twomey				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed. I propose that S469 Blackhorse Road be protected as the SSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Gosia Inghes				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13, about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Elizabete Paulicic				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13, about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13, about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Katie Hammond				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13, about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorrie Lane S13	No	No	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.	
				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Larissa Lockwood				S469 - Blackthorne Lane S113	Yes	No	Yes	The Blackthorne Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	Local people need to be involved as this is going to ruin people's quality of life and reason to live where they do.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackthorne Lane S113	No Response	No	No Response	The Blackthorne Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Jonathan McHugh				S469 - Blackthorne Lane S113	-	No	-	The Blackthorne Lane S113 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Lidia Herink				S469 - Blackhorse Lane S13	No	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	To leave the site as it is.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Elle				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Oliver Higgs				S469 - Blackhorse Lane S13	No Response	No	No Response	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the S53 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Miranda Cochrane				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Lucia				S469 - Blackhorse Lane S13	No	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Will Millard				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Hannah				S469 - Blackhorse Lane S13	No	No	No	The Walthamstow Wetlands should be protected for multiple reasons, as a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). It is ridiculous that areas in the North of the borough get this protection.	The site should be left as is. The Wetlands can not take on this level of change. The area can not take on the additional pressure, and these proposals will irrevocably destroy this SSSI, RAMSAR site and SPA.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Martin Hadley				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Lane be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Tasha Staise				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	No	No	No	The marshes are an essential place for people in the surrounding built up areas to connect with nature, and filling the Wildlife with apartment blocks would devastate this resource.		No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Olivia Healy				S469 - Blackhorse Lane S13	No Response	No	No	This is building is infringing on a green space filled with wildlife. It is destructive to the ecology and biodiversity of the area. This green space should be protected.	Do not build next to the wetlands, reservoirs and marshes.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Alice Mead				S469 - Blackhorse Lane S13	Yes	No	Yes	I welcome proposals to improve the pedestrian and cycling experience along the roads that border Hadley and Walthamstow Marshes, but a development on this scale will inevitably be detrimental to the character of this important area of open green space as a result of the impact of the construction itself, followed by increased motor traffic and footfall. All of this is likely to cause physical damage to the Marshes and wetlands and their associated biodiversity, increasing the number of high rise towers is not appropriate when so many local residents use the Wetlands as a refuge from the urban environment. The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats. Alternatively, any development should be reduced in scale and kept low rise to minimise its negative physical, environmental and visual impacts.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	No	No	No	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Eamon Keane				S469 - Blackhorse Lane S13	Yes	No	Yes	Waltham Forest Council rightly acknowledges that access to green spaces, particularly open green spaces, is essential for physical and mental health and wellbeing. In the north of the borough, developments must be designed to "minimise access to Epping Forest and mitigate for urban effects to ensure no adverse effect on the Epping Forest SAC. However, in the south of the borough, access to the marshes is being used to support intensive development. Protecting Epping Forest is essential, but it is also essential to protect the marshes. To have two different approaches to the protection of green open spaces in the borough is unsound. While protecting Epping Forest SAC is driven by legislation, there is no reason why the same approach cannot be taken towards the marshes.	The relationship between people and green spaces should be consistent across the borough. Green spaces should be protected from developments which will cause damage by an increase in the number of people, in the number of pets, lighting and the impact of tall buildings. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, which the Marshes certainly can't, then the development should be reframed. Furthermore, these plans are harmful as they will undoubtedly lead to a line of towers all along the east side of the Marshes. I suggest the modification that this site be kept as it is, as a light industrial site. Waltham Forest needs employment sites. This is already a low rise employment site (Locally Significant Industrial Site) with good road (A12) connections with the potential to create good railway links to the site, with no residential neighbours. This is compatible with open green space, affording the same level of protection to the Marshes as Epping Forest, and would be a suitable modification.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Louise Marshall				S469 - Blackhorse Lane S13	Yes	No	Yes	FIRST BOX: The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	SECOND BOX: The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Sarah Yu				S469 - Blackthorne Lane S13	Yes	No	Yes	The Blackthorne Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Laah Lapadze				S469 - Blackthorne Lane S13	Yes	No	Yes	The Blackthorne Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Kat Hawkins				S469 - Blackthorne Lane S13	Yes	No	Yes	The Blackthorne Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Anthony Wrang				S469 - Blackthorne Lane S13	Yes	No	Yes	The Blackthorne Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackthorne Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Andrew Maguffin				S469 - Blackhorse Lane S13	Yes	No	No	No Response	This development takes no account of the neighbouring Walthamstow Wetlands. This is a SSSI, and as important as Epping Forest which the plans do show awareness of. The scale and height of building, and increased light pollution, will have a negative effect on avian and other wildlife	The development should protect habitats and green spaces consistently throughout the borough.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Janie Hamilton				S469 - Blackhorse Lane S13	No Response	No	No	No Response	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Janet Rudge				S469 - Blackhorse Lane S13	No Response	No	No	No Response	The Walthamstow Wetlands, adjacent to the Blackhorse Lane S13, is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). The development guidelines make no mention of this, although they call for protection of Epping Forest, a Special Area of Conservation (SAC), from development. The blue and green spaces of the Walthamstow Wetlands should be regarded as just as important so guidelines are inconsistent across the borough and, therefore, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.	No	I feel very strongly that a consistent attitude to the environmental benefits of open space across the borough so would like to be able to emphasise this view.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	No Response	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Katie Allan				S469 - Blackhorse Lane S13	Yes	No	Yes	No Response	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINCs), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
S Pender-Hughes				S469 - Blackhorse Lane S13	No Response	No	No Response	The proposals at S469 are unsound because:  The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	Ramsar Sites are wetlands of international importance that have been designated under the criteria of the Ramsar Convention on Wetlands for containing representative, rare or unique wetland types or for their importance in conserving biological diversity. As such Waltham Forest must protect them from development and the resultant impact of population pressure, increased light/noise/air pollution, increased runoff and significant change to the character of the space.  Considering this, the current proposals must be modified and the only way to make these sound would be to protect the area at S469 as the SSSI and RAMSAR site that it is and to ensure it is made immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Louisa Page				S469 - Blackhorse Lane S13	Yes	No	No	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should four equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
										No		

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Sally Ayling				S469 - Blackhorrie Lane S13	No	Response	No	The Blackhorrie Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Stuart Smith				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Anna Hawling				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats. All of the arrangements listed above for the other sites (population pressure, importance of open space and flooding risk) can also be adapted to this site and any other site you wish to object to.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sara Hussaini				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sara Hussaini				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Sara Hussell				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sara Hussell				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sara Hussell				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorrie Road be protected as the SSS and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Emma Puck				S469 - Blackhorrie Lane S113	No Response	No	No Response	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sophie Taylor-Gobby				S469 - Blackhorrie Lane S113	No Response	No	No Response	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
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Kai Leach				S469 - Blackhorrie Lane S113	Yes	No	Yes	The Blackhorrie Lane S113 abouts the Wathamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-allocated. I propose that S469 Blackhorrie Road be protected as the SSS1 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

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Emly				S469 - Blackhorse Lane S13	No	No	No	The Blackhorse Lane S13 is next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). However there is no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces on the side of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pits and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	No Response	No	No Response	The Blackhorse Lane S13 is next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pits and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Sally Leach-Gallimore				S469 - Blackhorse Lane S13	Yes	No	No	The Blackhorse Lane S13 is next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	Respond to the proposed plans around the Marshes // Threats to Lee Marshes: How to respond //  *Final date to do this by is 31st January 2022*  Waltham Forest has plans for a number of new developments around Hackney and Walthamstow Marshes that, if approved, will create a line of lower blocks all along the River Lee (to 50-metre high). If these plans go ahead, they will irreversibly change the face, feel, openness and biodiversity of the Marshes. While recognising more affordable housing is essential, the placement (and predicted late price of these new developments) are more likely to degrade and erode our human and wildlife communities than support them.  The plans for high rise developments around the Marshes are in the second stage and Save Lee Marshes have done amazing work to bring together how we can object to these plans to try and save our beloved open green spaces around Hackney and Walthamstow Marshes.  Here is a summary of the information they have put together and how to object through the official channels:  There are 3 main sites that Save Lee Marshes have chosen to object to:  The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pits and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
-				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 is next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pits and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Julia Mason				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 is next to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lee Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pits and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reformed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
										No	-	

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Eleanor May Alford				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should these as equally important green spaces for the surrounding communities. This development is therefore inconsistent and, thus, unsound.	Green and blue spaces across urban areas should not only be protected but developed themselves. Developments that propose increase in population, traffic, waste, domestic pets, pollution and light directly impact surrounding wildlife, biodiversity and clean air. This means the green and blue areas around the new development cannot efficiently or sustainably absorb its impact, therefore the development should be re-worked or removed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.		Born in the area I am hugely connected to these green spaces and its surrounding communities so believe I have a voice when it comes to its potential threat.	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Isolde Godfrey				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Jodie Cahill				S469 - Blackhorrie Lane S13	No Response	No	No Response	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	As this has a massive impact on the community	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
				S469 - Blackhorrie Lane S13	No	No	No	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Kathryn Angus				S469 - Blackhorrie Lane S13	Yes	No	Yes	The Blackhorrie Lane S13 abouts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be re-framed. I propose that S469 Blackhorrie Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate	Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Kate Jones				S469 - Blackhorse Lane S13	Yes	No	Yes		The Blackhorse Lane S13 is adjacent to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the S50 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Andrea Sinclair				S469 - Blackhorse Lane S13	Yes	No	Yes		The Blackhorse Lane S13 is adjacent to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the S50 and RAMSAR site that it is and be immune from further development threats.	No	It's necessary to be able to ask questions and get answers	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Claire Gleeson-Landy				S469 - Blackhorse Lane S13	Yes	No	Yes		The Blackhorse Lane S13 is adjacent to the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocation document, so should our equally important blue and green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refrained. I propose that S469 Blackhorse Road be protected as the S50 and RAMSAR site that it is and be immune from further development threats.	Yes	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Prab Rajan				S469 - Blackhorse Lane S13	No	No	No		The Blackhorse Lane S13 is directly adjacent to Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). This is not mentioned in the development guidelines. There is a track record of recognition of such sites. For example Epping Forest, a Special Area of Conservation (SAC), is protected from development.	As above there needs to be consistency in green spaces across the borough. The developments should seek to protect natural habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. This should be considered to ensure the green spaces sustainably absorb the impacts of the development. I propose that S469 Blackhorse Road be protected as the S50 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Diego Fernandez Fernandez				S469 - Blackhorse Lane S13	No Response	No	No Response		It is unsound because it does not protect the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Despite this, there is absolute no mention of any of this in the development.	To be sound the development should be refrained. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then this cannot carry on as initially planned. I propose that S469 Blackhorse Road be protected as the S50 and RAMSAR site that it is and be immune from further development threats.	No	-	The Local Plan policies aim to balance the need for housing and infrastructure with the preservation of green spaces and environmental assets. The highest level of protection is accorded to Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) in the borough. There is a statutory requirement to consult Natural England in cases where development may affect these sites. Any development proposals that pose an adverse direct or indirect effect on the biodiversity or nature conservation value on any land or area within the identified Sites of Special Scientific Interest (SSSI), Sites of Importance to Nature Conservation (SINC), Special Areas of Conservation (SAC), Ramsar sites, or Special Protection Areas (SPA) will not normally be granted planning permission without appropriate mitigation measures in place prior to development.
Timm Wetters				S469 - Blackhorse Lane S13	No	No	No		The council does not seem to take into account the vibrant businesses that have recently founded themselves within the industrial area. This seems like a thinly veiled guise to turn Blackhorse Lane into a residential nightmare without providing adequate other uses to support the current residents. Personally I do not think the council has an idea on how to grow the area sustainably.	This business that will, along with potential new startups, needs to be adequately considered.	Yes	This should not take place behind closed doors. People have lived in this area longer than the council has sat in their post.	The Council is committed to playing its part in tackling the housing crisis. The borough has experienced the fastest house price growth in London, and has substantial need for new homes to ensure affordable, high quality accommodation for residents. The Council is promoting the delivery of genuinely affordable homes, as a blend of tenures to give the Council the best chances of tackling the depth and breadth of the housing crisis. The level of growth proposed in the site allocations responds to the Council's assessment of the capacity using an approach which is aligned to that set out in the London Plan. The site allocation requires that replacement commercial floorspace is reprovided, ensuring that the site still provides economic opportunities.

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				S469 - Blackhorse Lane S13	Yes	No	-	The Walthamstow Wetlands is a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA) but there is no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces in the west part of the borough. Hence, the plan is unsound.	The development should be re framed by taking into consideration the vital importance of preserving green space consistently across the borough. The development would inevitably damage the fine fauna habitat: the S469 Blackhorse Road should be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane St about the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). Yet there is absolutely no mention of this in the development guidelines. If Epping Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green spaces (taking the west of the borough). To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of cars and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be immune from further development threats.	-	-	The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.
				S469 - Blackhorse Lane S13	No Response	No Response	-	-	The area is now a huge condensed new-build residential site. There aren't enough services and amenities for people who live there as it is (1 small supermarket within 5 mins). I really don't think more housing is the answer. We need to re-purpose any industrial buildings to service the existing residents in the area.	-	-	The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.
Alexandro Campeschin				S469 - Blackhorse Lane S13	Yes	Yes	Yes	-	-	No	-	This response is noted.
G M Ford				S469 - Blackhorse Lane S13	Yes	Yes	Yes	-	-	No	-	This response is noted.
				S469 - Blackhorse Lane S13	No	No	No	-	-	No	-	This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Sound Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S469 - Blackhorse Lane S13	No Response	Yes	Yes					This response is noted.
				S469 - Blackhorse Lane S13	Yes	Yes	Yes					This response is noted.
Banote				S469 - Blackhorse Lane S13	Yes	Yes	Yes					This response is noted.
Helen Johnson				S469 - Blackhorse Lane S13	No	No	No			No		This response is noted.
				S469 - Blackhorse Lane S13	No	No	No			No		This response is noted.
				S469 - Blackhorse Lane S13	Yes	Yes	Yes					This response is noted.

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
				S469 - Blackhorse Lane S13	Yes							This response is noted.
Lucia Tong				S469 - Blackhorse Lane S13	Yes	No	Yes		Should not hinder or impose upon the wildlife conservation area			This response is noted.
Colin Miller				S469 - Blackhorse Lane S13	Yes	Yes	Yes					This response is noted.
Kyomi				S469 - Blackhorse Lane S13	No	No	No			No		This response is noted.
				S469 - Blackhorse Lane S13	No	No	No					This response is noted.
Isadora Foster				S469 - Blackhorse Lane S13	No	No	No					This response is noted.
										No		

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Michael Moon				S469 - Blackhorse Lane S13	Yes	Yes	Yes					This response is noted.
Alex Turner				S469 - Blackhorse Lane S13	Yes	No	Yes			No		This response is noted.
				S469 - Blackhorse Lane S13	No	No	No			No		This response is noted.
				S469 - Blackhorse Lane S13		No						This response is noted.
Neil White				S469 - Blackhorse Lane S13	Yes	No	Yes					This response is noted.
Charles Tonge				S469 - Blackhorse Lane S13	No					No		This response is noted.
										No		

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Hannah Wadsworth				S469 - Blackhorse Lane S13	Yes	No	Yes	The Blackhorse Lane S13 abuts the Walthamstow Wetlands, a Site of Special Scientific Interest (SSSI), a wetland of international importance (a RAMSAR site) and part of the Lea Valley Special Protection Area (SPA). There is absolutely no mention of this in the development guidelines. If Egging Forest, a Special Area of Conservation (SAC), is deemed worthy of protection from development in this site allocations document, so should our equally important blue and green space flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed. I propose that S469 Blackhorse Road be protected as the SSSI and RAMSAR site that it is and be exempted from further development threats.	No	-	Y
Abigail Woodman				S470 - Argill Avenue S14	Yes	No	Yes	I welcome Waltham Forest Council's commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous tall developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.  Furthermore, the habitats of the marshes "Walthamstow Marsh (ss SSSI), Leyton Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If Egging Forest SAC is deemed worthy of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by intensification. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be reframed.	No	The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The Local Plan requires that all new development should protect and enhance biodiversity in the borough, as well as maximising opportunities to make improvements.  Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.	Y
Wianne Perry				S470 - Argill Avenue S14	Yes	No	No	I dont think its a good idea. We need this land as flood plain and its really short sites to build on this given the flood last year	-	Yes	-	Having sites allocated for development ensures that they demonstrate that flood risk has been successfully managed by following the process set out in Local Plan Part 1; Policy 93 - Managing Flood Risk. This ensures that development at all site allocations passes the Sequential Test or that it can be demonstrated through the exemption test that there are wider sustainability benefits to the community that outweigh flood risk and that that flood risk can be successfully mitigated against for the lifetime of the development and that the development does not increase flood risk either on or off the site.  This response is noted.
Guy Gibbs				S470 - Argill Avenue S14	No Response	No Response	No	Current waste management facility regularly creates strong, unpleasant smell which affects surrounding streets. Unless any further development of site addresses, and prevents, this it should not be implemented as will detrimentally affect local residents.	Supportive of initiative to "reconnect ancient routes, such as the Black Path, and create better links to nearby landmarks such as Coppemill Pump House and other industrial/archaeological features of the Lea Valley as well as the Pump House Museum". Current access to marshes/wetlands from Low Hall area is inadequate and dangerous.	No	-	The site is identified as a priority area for new waste management facilities within the adopted North London Waste Plan. This is consistent with the London Plan approach to the siting of waste facilities within designated industrial estates, where their impact can be best mitigated. The Council supports measures to mitigate the impact of such facilities through appropriate design measures.
Francesco Babin				S470 - Argill Avenue S14	No Response	No Response	No Response	-	-	No	-	This response is noted.
Francesco Babin				S471 - Rigg Approach S15	No Response	No Response	No Response	-	-	No	-	This response is noted.

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Charles Craig				S471 - Rigg Approach S15	Yes	No	No	Enhanced Industrial Floorpace Capacity is not what is required, what is required is more homes on under utilised Industrial Areas.	See above			This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal way which would not be able to secure the adequate levels of infrastructure needed.  As set out in the Local Plan, all new residential development within the borough is required to be car-free. Moreover, developers will have an obligation to incorporate provision for accessible cycle storage and Car Clubs within their proposals. These provisions are strategically designed to encourage and support sustainable and active transport, ultimately resulting in a noteworthy alleviation of congestion, parking problems and improve air quality.  Waltham Forest has an identified need to provide additional industrial floorpace over the Local Plan period. As such, development within existing designated industrial sites is required to re-provide the same quantum of industrial floorpace, and the intensification of industrial provision is encouraged.
Abigail Woodman				S471 - Rigg Approach S15	Yes	No	Yes	I welcome Waltham Forest Council's commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous tall developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.  Furthermore, the habitats of the marshes "Walthamstow Marsh (as SSSI), Leyton Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of pets and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by intensification. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.	Yes	The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.	Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.  The local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.  The Local Plan requires the protection of MOL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MOL will be assessed as part of this process.
				S471 - Rigg Approach S15	No	No	No	The council is favouring their own sites over others and deciding to limit other development with prejudice	The council is favouring their own sites over others and deciding to limit other development with prejudice	Yes		The sites included in LP2 have been through a comprehensive selection process which has factored in national and regional policy and assessments as well as 'Call for Sites' exercises which were undertaken during the plan preparation period, which invited landowners/developers to put forward sites. These have strongly informed the council's decisions when deciding scope and location of development in the borough. We feel the sites chosen ultimately will help us to meet our strategic objectives and build more housing in the borough.
				S471 - Rigg Approach S15	No	No	No					This response is noted.
				S471 - Rigg Approach S15	No Response	No	No					This response is noted.

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Abigail Woodman				SA72 - Lamma Road SLE	Yes	No	Yes	<p>I welcome Waltham Forest Councils commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing, and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that numerous self-developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.</p> <p>Furthermore, the habitats of the marshes "Walthamstow Marsh (ss 550), Leppin Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of jobs and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p>	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by intensification. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.		The local plan is focused on people and development and it is essential that the needs of the environment and wildlife are fully represented.	<p>Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Through the evidence published in the Characterisation Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that allows people to live more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p>
Jeanne Gil				SA72 - Lamma Road SLE	Yes	No	Yes	Encroachment on supposedly protected green space will damage wildlife habitat and wildlife itself. Loss of green space will be detrimental to mental health of residents in surrounding areas	No further development	Yes	-	<p>The Borough's Local Plan has a policy on protecting and enhancing the environment has the objective of protecting, restoring and enhancing the Borough's natural environment. A further objective is to develop a multi-functional network of green and blue infrastructure, recognising the benefits this can bring for people and the environment. This policy will apply to all new development sites in the Borough.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough) as well as maximising opportunities to make improvements.</p>
Julian Chayse				SA72 - Lamma Road SLE	No Response	No	No Response	<p>The site allocation suggests there is need for a new walking route to Hackney Marshes.</p> <p>Explore the opportunity of a new walking route linking to the Hackney Marshes to the South</p> <p>It is unclear what this means. There is already a good connection with Hackney Marshes via Friends Bridge so there is no reason to believe this is needed.</p> <p>This suggestion may mean another bridge across the River Lea which would be harmful to the SINC on the Hackney side of the Old River Lea. This would not be desirable and would be harmful to the Old River Lea environment.</p> <p>Another possibility is it would mean a link south to New Spitalfields. This would destroy an at present inaccessible area which acts as a wildlife haven. It also presupposes the desirability of the New Spitalfields development, which is strongly resisted. So again this would be harmful and undesirable.</p> <p>The site allocation refers to the Waterworks Nature Reserve</p> <p>Respond to the sensitive context of the green amenity of the WaterWorks Centre and Nature Reserve</p> <p>However, it also needs to refer to the important Waterworks Meadow or Field. This Meadow is suitable for rewilding and for ecological improvement. It is an important open space for local people to enjoy. Consideration needs to be given to upgrading some or all of this site as a Site of Special Scientific Interest (SSSI) and to protect it from inappropriate development, which is strongly resisted. So again this would be harmful and undesirable.</p>	The context of the site allocation needs to include important local features, notably the Waterworks Meadow and the Old River Lea and the need to protect these sites from inappropriate development usage. It should highlight the ecological significance of these sites. The Waterworks Centre should not be an accommodation centre but should be used as originally intended as an educational and recreational centre. It has been accepted as an Asset of Community Value. Green open spaces is vital for people's health and wellbeing and deserves protection. The industrial site must not harm the neighbouring open spaces. This plan should address and reduce inequalities in the Borough and ensure that those experiencing deprivation and overcrowding development should be spread around the Borough and not concentrated in one sector. Much needed open spaces in deprived areas should be strongly protected and extended to help improve the health and well being of residents in these areas. The future development of the industrial area should aim to enhance and extend the neighbouring open spaces.	No	I am a member of Save Lea Marshes and am concerned for the future of open spaces in this part of London	<p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.</p>
Francesco Baboin				SA72 - Lamma Road SLE	No Response	No Response	No Response			Yes	-	This response is noted.
Francesco Baboin				SA73 - Orient Way SLE7	No Response	No Response	No Response			No	-	This response is noted.

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Abigail Woodman				S473 - Chert Way S12	Yes	No	Yes	<p>I welcome Waltham Forest Councils commitment to protecting Metropolitan Open Land (MOL) in the borough. Open green spaces are essential for physical and mental health and wellbeing and it is very heartening to see that there are no proposals for developments on MOL. It must be said, however, that some developments in Leyton and Lea Bridge, including this development, will affect the openness of MOL, a characteristic of MOL that must be protected.</p> <p>Furthermore, the habitats of the marshes "Walthamstow Marsh (ss 550), Leppon Marsh and Hackney Marshes" must be protected from the damage caused by an increase in the number of people, an increase in the number of parks and an increase in lighting and so on. If Epping Forest SAC is deemed worth of protection from development in this site allocations document, so should our equally important green spaces flanking the west of the borough. To do otherwise is inconsistent and, thus, unsound.</p>	The relationship between people and green spaces should be consistent across the borough, and developments should seek to protect habitats from damage caused by intensification. If the green spaces near to a proposed development cannot sustainably absorb the impacts of the development, then the development should be refused.		The local plan is focused on people and development and it is essential that the environment and wildlife are fully preserved.	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that is more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan requires that all new development should protect and enhance biodiversity in the Borough as well as maximising opportunities to make improvements.</p> <p>The Local Plan requires the protection of MOL in the Borough, unless very special circumstances can be justified. The impact of development on sites near to MOL will be assessed as part of this process.</p>
Mike Chrines				S474 - Deacon Way Trading Estate (Cabinet Way)	No	No	No	<p>It is unclear from the online site allocation consultation what legislation the plan is intended to comply with, for that reason it is difficult to see how any submission from a member of the public, as opposed to a planning professional, can judge the legal compliance. That suggests the consultation is flawed.</p> <p>Similarly the concept of soundness probably has a definition in planning law which is difficult for a member of the public to judge. Otherwise valid objections or suggestions for amendment to the plans may be rejected for failing to comply with "rules that are not transparent to consultees.</p> <p>Consultation on the site allocation (LPP) element of the Waltham Forest Plan has been taken forward more or less in parallel with consultation with the main plan (LPI) for 2020-2026. This has coloured the views of many attending the often online consultation meetings, and made it difficult to separate views on the main plan from site specific suggestions. At times it has been difficult to determine the status of meetings which have been very coloured by political point scoring, while officers have been subject to abuse making orderly meetings difficult. It is difficult to determine therefore whether consultation with the public has been legally compliant, never mind businesses and other stakeholders.</p> <p>One would say however that a system of consultation, partly driven by the impact of covid, but essentially reliant on web-based technologies can never be inclusive of the population as a whole. Certainly some meetings have had artificially low numbers, represented by the number of attendees allowed, or have been difficult to get into online.</p> <p>In general however it has been apparent both from LPI and what has been stated at consultation meetings a major driver for the intensification of development across the borough has been a housing target of c. 1800 homes per White BWF has a large meeting lot (60000), and central government guidance is driving all local authorities to ensure they develop brownfield sites, it is not clear that all sites selected for housing development in the Borough will meet expressed housing need. More consultation is needed with the Boroughs housing officers to ensure the housing LPI, BWF.</p>	It is suggested that until master plans are developed, through consultation, for the main centres identified in LPI, consultation on individual sites is paused. This site should be considered as part of a group comprising S4 46, S7, S48, S4 and S4, possibly extended further to the east along the north circular, with full consideration of the implications for these developments on active transport infrastructure, improvements to east west public transport beyond and within the Borough, and opportunities and needs for soft infrastructure e.g. health and education facilities, the creative sector, as well as the impact of the (temporary) loss of retail and employment for the local population	Yes	I do not feel the online consultations enabled attendees to participate fully in the time frame allowed	<p>In order for a Local Plan Document to be adopted, it has to be found "sound" through the Local Plan Examination in Public which is a process undertaken by Independent Planning Inspectors appointed by the Secretary of State. The inspectors need to be satisfied that in the examination that the Local Plan meets the four soundness tests which are:</p> <ul style="list-style-type: none"> <li>Positively Prepared</li> <li>This means that the Local Plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The National Planning Policy Framework (NPPF) sets out principles through which the Government expects sustainable development can be achieved.</li> <li>Justified</li> <li>This means that the Local Plan should be based on a robust and credible evidence base involving: <ul style="list-style-type: none"> <li>Research/Fact finding: the choices made in the plan are based up by facts.</li> <li>Evidence of participation of the local community and others having a stake in the area, and</li> <li>The Local Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Local Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.</li> </ul> </li> <li>Effective</li> <li>This means the Local Plan should be deliverable, requiring evidence of: <ul style="list-style-type: none"> <li>Sound infrastructure delivery planning;</li> <li>Having no regulatory or red-tape planning barriers to delivery;</li> <li>Delivery partners who are signed up to it; and</li> <li>Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.</li> </ul> </li> <li>This Local Plan should be flexible and able to be monitored.</li> <li>The Local Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the IDP should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.</li> </ul> <p>Consistent with National Policy and in general conformity with the London Plan.</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough", in "general conformity" with the London Plan.</p> <p>Local Plans also need to be Legally Compliant to avoid being legally challenged in the examination or through the planning application process.</p> <p><a href="#">The Duty to Cooperate with other Administrations</a>, <a href="#">Councils Cooperation and Collaboration</a> and <a href="#">Councils Working Together with Neighbouring Authorities</a> and other public bodies to support the achievement of the Local Plan Documents, below are used</p>
Lloyd Parkinson				S474 - Deacon Way Trading Estate (Cabinet Way)	No	No	No	<p>Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage other people. The Plan aims to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no halfpenny/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life etc.</p>	build homes to height of existing buildings, provide parking, healthcare, education, roads, infrastructure, etc.	Yes	Shortage of doctors, hospitals, dentists, schools, demands on the roads, the affects on the quality of life	<p>Through the evidence published in the Character Intensification Study, sites that are appropriate for development that have the potential for delivering tall and taller buildings have been identified through the Site Allocations process. The need established in policies in Local Plan Part 1 sets out that development that includes tall and taller buildings is required on some sites identified within strategic locations such as town and district centres and in close proximity to transport hubs. Delivery of higher density development at these locations goes towards addressing the housing requirement and will also provide housing that is more sustainably by reducing the need to travel by car to meet their everyday needs. By identifying sites that have the potential to deliver at higher density in the preparation of the Site Allocations document (Local Plan Part 2) means that through development key infrastructure as identified in the Infrastructure Delivery Plan (IDP) can be secured.</p> <p>The Local Plan infrastructure policy requires that the development would need to contribute adequate contributions towards physical, social and community, green and transport infrastructure to meet the needs associated with the development and this would include GP services, healthcare facilities and education centres.</p> <p>The London Plan (2021) sets a 10 year minimum housing target for Waltham Forest of 12,646 new homes (1,264 per year) based on a London-wide assessment of capacity/available sites in 2023/18. The original draft London Plan figure was equivalent to approx. 1,800 homes per year, but targets were downgraded across London by the Planning Inspectors examining the London Plan as the formula used to calculate supply from small sites was not shown to be justified. The revised target falls short of the Council's identified housing need of 1,810 new homes per year, as well as the London Plan identified need for 65,000 homes per year across London.</p> <p>This is noted. However, it is through the adoption of Local Plans, that the required level of development can deliver both the level of housing and infrastructure to meet the identified need in a planned and sustainable way. Without this in place, development would come forward in a piecemeal manner, which would not be able to secure the adequate levels of infrastructure needed to be truly sustainable.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.</p>
Jayne				S474 - Deacon Way Trading Estate (Cabinet Way)	No Response	No Response	No Response	Improving pedestrian access to this site is sensible	-	Yes	-	Within Waltham Forest a wide range of measures are being implemented to prioritise road space for active travel modes and reduce the capacity for vehicles. As set out in the Local Plan, all new residential development in the borough will be car-free and developers are also obligated to include accessible cycle storage and Car Clubs as part of their proposal. These measures aim to promote and encourage sustainable and active modes of travel.
Miss Vignall				S474 - Deacon Way Trading Estate (Cabinet Way)	No	No	No	You have hidden these plans from the local people and that STIMS. We oppose all lies from LBWF	See above. Jokers at LBWF	No	-	This response is noted. The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online.
Robert Deering				S474 - Deacon Way Trading Estate (Cabinet Way)	Yes	No	No	Green infrastructure must be maintained and protected. Current green spaces in Chingford are ignored and neglected, and encourage anti-social behaviour. If Waltham Forest Council cannot manage its existing green spaces, how will it cope with more?	The council needs to employ many motivated, conscientious, educated landscape technicians rather than unskilled, unmotivated workers to cope with the existing and proposed new greening of the borough.	Yes	I would like to participate in the decisions taken in the development of the town where I live.	<p>The Local Plan requires that developments must retain and protect significant existing trees. They should take account of existing trees and retain where possible.</p> <p>Any new areas of green space must be accompanied by a maintenance plan to ensure their long term successful establishment. Any new development will need to incorporate design solutions and crime prevention measures that assist in reducing crime.</p>

Consultee	Consultee Organisation Details	Agent	Agent Organisation Details	Site Number	Legally Compliant	Sound	Duty to Cooperate Compliance	Comments detailing why the plan is not legally compliant, unsound or fails to comply with the Duty to Cooperate	Modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters identified	Do you consider it necessary to participate in examination hearing session(s)?	If yes, please explain why?	Council's response
Francisco Babotin				S475 - Lea Bridge Hotel Site	Yes	Yes	Yes			No		This response is noted.
Conservative Councillors (General)								<p>This submission is made on behalf of the Waltham Forest Conservative Councillors Group. In response to "Strategic" THE WALTHAM FOREST LOCAL PLAN (LP2) Draft Site Allocations Document September 2020 (Regulation 19)</p> <p>We are sorry to say that this is, largely, a repeat of what we submitted at the Regulation 18 stage because few of the concerns highlighted have been addressed in the revised documents. We are grateful for the removal of certain sites from the document, but the remaining designations remain of significant concern, because in large part, we do not believe them to be "effective", because to deliver development in the form suggested would be contrary to the NPPF requirement that development should be in keeping with the character and appearance of an area.</p> <p>The designation is also not "effective" because, in certain cases which we will highlight below, the proposed developments are simply not financially viable.</p> <p>We have significant concerns over the consultation process in addition to the specific concerns about the designations. There has been a real effort made by local people and Councillors to raise the profile of the consultation but the Council has made it very difficult for those who are not "online" to engage with it. We know that several residents have raised this and we will let their comments stand for us also.</p> <p>We have separated our response into two sections; a general response on the process as set out in the Introduction and Methodology sections at the beginning of the document and then responses on specific sites based on our own knowledge and experience and on discussions we have had with local residents and community groups.</p>				<p>The Council is committed to delivering the new homes needed to go as far as possible to meet the need for new homes in the borough, whilst also securing high quality exemplar design, protecting and enhancing the character of local areas, providing new and improved green spaces and public realm, responding to the climate emergency, improving air quality, significantly reducing flood risk, creating safer spaces, reducing fear of crime, maximising the number of local jobs and employment spaces, and delivering a whole range of community infrastructure, including health facilities, a new hospital, public transportation improvements, facilities for young people and new cultural amenities. The Council is promoting the delivery of genuinely affordable homes, with a blend of tenures to give the Council the best chance of tackling the depth and breadth of the housing crisis, as recommended by the Housing Commission. The level of growth proposed in the site allocations responds to the Council's assessment of site capacity using an approach which is aligned to the set out in the London Plan, and informed Local Plan Part 1 (LP1).</p> <p>Local Plans should be prepared to be consistent with National Policy (the NPPF) and for London Borough, in "general conformity" with the London Plan.</p> <p>The Local Plan, in both part 1 and 2, is being prepared to ensure it meets the test of soundness and is "effective". It indicates who is to be responsible for making sure that the policies and proposals are met, and when planned growth is expected to be delivered. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process. Although it is important that policies are flexible, the two-part Plan is clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met will be clearly listed to an Annual Monitoring Report.</p> <p>The consultation was carried out in accordance with the regulations in the Town and Country Planning Regulations 2017 and in accordance with the Council's Statement of Community Involvement. This document was published for draft consultation between October - December 2020. During this time there were several in-person engagement events held at various locations in the borough. During this pre-submission consultation, there was a spike in the number of Covid-19 cases. For the safety of our residents and officers, the Council took the decision to hold all engagement events online. Responses to Local Plan consultations have always been welcome either through the online portal or by email and post.</p>
Conservative Councillors (General)								<p>General Response</p> <ol style="list-style-type: none"> <li>The Site Allocations Document ("SAD") is vital to the "soundness" of the Local Plan as without sufficient land being identified, there is no way the Council can demonstrate that it can meet its housing target. Accordingly, we believe taking the LP1 policies part of the plan to Public Inquiry prior to the conclusion of the Regulation 19 stage of the LP2 site allocations part of the plan is a flawed approach.</li> <li>We note that the Council have included 65 potential sites within the SAD, but that the document fails to include sites which have been included in the Regulation 19 version of the LP1 document. (See Figure 4.1 Page 25 of that document).</li> <li>We note that the SAD includes only what the Council describes as "Strategic" or "Key" sites, but it is less than transparent, some might say misleading, to consult on a document purporting to show where development will happen and what form that development might take, when a later version of a separate document in the scale of Plan documents is suggesting a greater number of sites for development.</li> <li>We also believe it is misleading to fail to include sites which the Council intends to include on the Brownfield Land Register.</li> <li>The cumulative effect of this approach is to seek to accommodate a higher number of homes within the sites identified in the SAD, leading a need for higher densities and taller buildings on that smaller number of sites than might in fact be necessary.</li> </ol>				<p>This comment is noted. The independent inspectors examining Part 1 of the Plan have raised no concerns with this approach. The strategic spatial vision set out in Local Plan 1 aligns with the site specific requirements and guidance for proposed site allocations in Local Plan 2. As Local Plan Part 2 is further reviewed and revised ahead of a further round of Regulation 19 Consultation, full alignment will be ensured.</p> <p>The site proposed for allocation in Local Plan 2 aligns with the capital growth strategy set out in Local Plan Part 1, particularly the direction of planned growth to identified Strategic Locations. As identified, the Site Allocations focus on "Strategic" and "Key" sites which would benefit from the clear rating of expectations for land use and quality of place making and design. The brownfield register is a useful tool to identify previously developed sites of at least 0.25 hectares, and is capable of providing at least five homes. It is updated annually, and aligns with the allocations proposed in Local Plan Part 2 but also provides the opportunity to identify smaller sites.</p> <p>Local Plan Part 1 establishes the borough-wide housing targets, and the supporting Housing Trajectory and Five Year Housing Land Supply statement identify the capacity in the borough to deliver these targets. This includes a suitable buffer, as required in national planning policy. Local Plan Part 2 aligns with this spatial strategy and the delivery of the targets proposed in Local Plan Part 1.</p>
Conservative Councillors (General)								<ol style="list-style-type: none"> <li>We are disappointed that the SAD pays only scant attention to the need to identify opportunities for development of land for uses other than residential. The LP1 document makes much of its aim to grow employment and provide cultural and leisure opportunities in the Borough, yet very few sites in the SAD focus on these important other uses. 7. We also note that with the exception of the Avenue Road estate and Priory Court estate, both of which are already being progressed as Estate Regeneration projects, the Council has not included its own housing estates. Examples of potential estates which could be included are Ash Grove Way in Highams Park and the Stockfield Road estate in Wood Street, but a comprehensive planned approach is more likely to deliver improved, replacement and new homes over time than piecemeal redevelopment.</li> <li>The Council retains ownership of circa 32,000 homes with approximately 3,500 homes on those estates having been brought under the Right to Buy schemes. A 50% split in the number of homes, which is a low estimate of the potential based on other schemes around London (but comparable to Marlborough Road) would allow almost 7,500 additional homes to be delivered in addition to the identified sites, allowing the target number of homes on the identified sites to be lowered.</li> <li>We are specifically opposed to the document referring to supporting development based on a "minimum" number of homes on the identified sites. In certain locations, the minimum number will require development that is significantly denser and taller than the established character of the area and as such contrary to the policies set out in the National Planning Policy Framework.</li> </ol>				<p>Local Plan Part 2 seeks to allocate sites for a suitable range of uses, in line with the priority established in Local Plan 1 for a mixed-use approach to development in the borough. This includes opportunities for commercial land uses, industrial land uses and cultural and leisure opportunities.</p> <p>The Local Plan team work in close collaboration with other council services, including the Housing Regeneration team to identify all suitable site allocations, including council-owned housing estates where the evidence is available that they are developable and deliverable. This collaborative work will continue during the Plan Period and housing delivery will be monitored in line with requirements established in Local Plan Part 1.</p> <p>Local Plan Part 1 establishes indicative development capacity for new homes rather than minimums.</p>
Conservative Councillors (General)								<ol style="list-style-type: none"> <li>Specifically, in the North of the Borough, the established character is suburban and the recent adoption of the Highams Park Neighbourhood Plan with overwhelming majority support, supports the view that this character should be preserved and enhanced, not changed.</li> <li>We do not believe that the Council has justified its designation of sites in the North of the Borough as "Transformational" against the very clear opposition to taller, denser development that has been expressed in responses to which over 700 people signed a petition asking for inter alia height limits to be included. We will comment on these further below.</li> <li>We believe the proposals contained in the Planning Policy (in Part 1) Paper for design codes should be embraced by the Council, with Neighbourhood Forums established to develop these. Through this process, acceptable forms of development can be established and the number of homes and spaces for new business premises, cultural and leisure opportunities can be ascertained. We do not believe the current approach is consistent with the aims of Government policy in this regard.</li> </ol>				<p>Both parts of the emerging Local Plan require a character-led approach to identification, including tall buildings and building heights, in accordance with London Plan Policy D1. The Local Plan recognises that, based on an understanding of character and context, some sites or areas in the borough are more appropriate for greater levels of intensification and/or height than others. This character-led approach is supported by evidence from the Characterisation and Intensification Study (2018).</p> <p>In accordance with this policy, the identification of sites as appropriate for a Transformation, Transition or Reinforcement approach to character-led intensification aligns with evidence in the Characterisation and Intensification Study (2018), and design-led area based masterplans, feasibility studies and area frameworks. Following adoption, all proposals for redevelopment will be subject to the policy tests relating to character-led intensification and high quality design set out in Local Plan Part 1. Local Plan Part 2 gives the opportunity to establish additional site specific requirements and guidance to ensure that development is of the highest quality and appropriate for its location.</p> <p>The importance of Design Codes is recognised, and the Council is already progressing important guidance through Supplementary Planning Documents to support the implementation of the Local Plan following adoption to ensure that policies relating to character-led intensification and exemplar design are followed. Site specific requirements and guidelines established in Local Plan Part 2 will also play an important role in meeting exemplar design expectations.</p>



## Appendix 3 Copies of Representations received by Email and Post.

## Albert Crescent Pedestrianisation

**From:** Karen [REDACTED]  
**Sent on:** Sunday, January 2, 2022 9:18:16 AM  
**To:** regeneration <regeneration@walthamforest.gov.uk>;  
localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Albert Crescent Pedestrianisation

Dear Sirs

I am unable to write my comments on the draft framework link online as it will not open, hence my email to you.

I feel Cherrydown Avenue should not be blocked off as it will adversely affect access for emergency vehicles, residents who live in those roads (plus Marmion Ave, Hurst Ave, Middleton Ave, etc, etc), making the existing traffic congestion, pollution and fuel consumption even worse, going against the Borough's aim to make the Borough more green.

It is also very worrying that the website is not working and people cannot comment and those residents not online, have no chance of knowing what is planned as they have not be notified.

Kind regards

Karen McGill  
[REDACTED]  
[REDACTED]

## LBWF Regeneration

**From:** [REDACTED]  
**Sent on:** [REDACTED]  
**To:** [REDACTED]  
**CC:** [REDACTED]

[REDACTED]

**Subject:** Re: LBWF Regeneration

Dear Cllr Miller,

Thank you for your email.

I am writing to advise that as at 5.25pm this evening and as previously mentioned there are NO PLANNING BOARDS on display in 228 Chingford Mount Road and there are NO HARD COPY LEAFLETS in there regarding the Chingford development. When will these be available and when will the Planning Boards be on display? The only leaflets available in the back room are the dusty old Chingford Treasure Trail Leaflets. These are of no use to residents concerning the development!

You have not answered my question in my earlier email 'Can you please advise the cost of these leaflets compared to the cost of the whole Consultation?' I believe it is a small price to pay to advise residents, many of whom are not online and have no idea whatsoever about the proposed developments. Why are residents not being advised on the developments, many of whom have gardens directly adjacent to the proposed sites? How can they comment?

In addition, please delay the deadline for the Site Allocation Consultation as at the moment we cannot have a public meeting which myself and approximately 600 members of our Facebook Group want to take place. Why was there no public meeting in the summer when there were no restrictions?

For your information, this email will be going on our Facebook Group and may be shared by members to other groups.

Kind regards

Karen McGill

[REDACTED]

[REDACTED]

[REDACTED]

9 December 2021



Oliver Milne

Planning Policy Team

E: @savills.com

DL: +44 (0) 20 7299 3074

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F: +44 (0) 20 7495 3773 savills.com

33 Margaret Street W1G 0JD

London Borough of Waltham Forest

The Magistrates

Town Hall Complex

Forest Road

London

E17 4JF

Dear Sir / Madam,

## Representations to the Council's Proposed Submission Local Plan (LP2) - Site Allocations Document Former Webbs Industrial Estate (Site SA34)

Thank you for providing us with the opportunity to engage with the consultation on the Council's Proposed Submission Plan (LP2) - Site Allocations Document. I write on behalf of our clients, Catalyst Housing and Swan Housing Association, who have an interest in the above site and who have secured planning permission from the Council for its comprehensive redevelopment.

Below I set out a brief summary of the context of the site and the approved scheme before turning to specific comments on the consultation document.

### Context

In July 2016 the site was purchased by the Greater London Authority with the intention of finding a development partner to redevelop the site to provide a significant quantum of new homes. Catalyst and Swan were selected as the preferred bidder in August 2017. In October 2018 Catalyst and Swan submitted a detailed planning application to the Council for the following development at the site:

*"Demolition of existing buildings and structures, and comprehensive redevelopment to provide a series of buildings ranging in height from 1 to 15 storeys to provide 359 new affordable homes in a mix of one, two and three bedroom units (Use Class C3) 2,569sqm of non-residential floor space comprising of 720sqm of flexible floor space (Use Class A1 and/or A2 and/or A3 and/or A4 and /or B1 and /or D1 and/or D2), 532sqm of flexible floor space (Use Class B1 and/or D1) and 1,313sqm of floor space (Use Class B1), car parking, cycle parking, landscaping, highways and utilities works."* (LPA Ref. 183424).

Planning permission was granted by the Council in March 2021. A number of pre-commencement planning conditions attached to the current planning permission have already been discharged by the Council with the remainder of the pre-commencement conditions subject to live planning applications. Development is anticipated to start on site in 2022.

### Comments on the Proposed Submission document

Our clients strongly support the allocation of the site in principle, however, they have some comments on specific parts of the allocation. These are discussed in more detail below.

#### *Proposed Site Allocation*

We note that the 'Proposed Site Allocation' now states:

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS.

A subsidiary of Savills plc. Registered in England No. 2605138. Registered office: 33 Margaret Street, London, W1G 0JD

*"Comprehensive redevelopment to provide industrial led employment space and new homes". (author emphasis).*



The inclusion of 'industrial led' is completely at odds with the current planning permission at the site that was granted by the Council. The B1 floorspace was envisaged to comprise of a mix of office (B1a) and light industrial (B1c) uses depending on the location of the floorspace within the site and at what storey the floorspace is within the approved buildings. It would be incorrect to describe this as purely 'industrial'. This should be described as 'employment-led'. The 'Proposed Site Allocation' text should therefore be reworded to read:

*"Comprehensive redevelopment to provide ~~industrial-led~~ employment-led non-residential floorspace and new homes."*

#### *Indicative Development Capacity*

Given the above comments, the 'Industrial floorspace (sqm)' under the 'Indicative Development Capacity' should be amended to the following: 'Non-residential floorspace (sqm)'.

#### *Site Requirements*

The second bullet point of the Site Requirements on page 116 of the consultation document states that:

*"Make provision for 2,560sqm of non-residential floorspace comprising 720sqm of flexible floor space; 532sqm of flexible floor space and 1313sqm of employment floor space, car parking, cycle parking, landscaping, highways and utilities works."*

This appears to have just been copy and pasted from the current planning permission at the site (minus the stated use classes). Notwithstanding the fact that the current wording is unclear, this is considered too specific for a site allocation. The second bullet point should be amended to the following:

*"Deliver around 2,560sqm of non-residential floorspace including a large proportion of employment floorspace."*

The suggested wording still reflects the quantum of non-residential floorspace approved as part of the existing planning permission at the site and would still ensure that the floorspace is employment-led (a key policy requirement), but it would also allow a degree of flexibility within the wider 'non-residential' banner for the site to respond to future changes in the market. This is considered a far more effective and appropriate approach for the site allocation.

#### *Placemaking Plan*

The Placemaking Plan on page 117 of the consultation document does not fully accord with the approved scheme at the site. The approved scheme includes servicing from both Sutherland Road and Blackhorse Lane, however, the Placemaking Plan only shows this from Sutherland Road. Furthermore, the approved scheme includes a new publically accessible east-west green link through the site between Blackhorse

Lane and Sutherland road. Whilst the Placemaking Plan shows 'enhanced pedestrian & cycle connectivity' east-west through the site only part of this is 'greened'. The whole route should be 'greened' but using a narrower shading to reflect the extent of the actual green link approved on site. These elements should be updated on the Placemaking Plan on the next iteration.

#### **Future Participation**



I trust that the above is of assistance in the preparation of the new Local Plan. I would be grateful for confirmation of receipt of these representations and would welcome the opportunity to engage with further versions of the new Local Plan in the future. If you have any queries or would like to discuss, please don't hesitate to get in contact with me.

Yours faithfully



**Oliver Milne**

Associate Director

cc. Julietta Kene, Catalyst Housing  
Frankie Lack, Swan Housing Association

## Chingford Mount consultation

**From:** regeneration <regeneration@walthamforest.gov.uk>  
**Sent on:** Monday, January 10, 2022 5:23:53 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**CC:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Chingford Mount consultation

Queries regarding Chingford Mount sites, received via regeneration inbox

**From:** Mary Cutajar [REDACTED]  
**Sent:** 09 January 2022 11:25  
**To:** regeneration <regeneration@walthamforest.gov.uk>  
**Subject:**

Just wondering where the extra schools, medical centres, and parking provision will be situated to support this proposed program? Also there are other areas in Chingford, such as the old Poundland store, which has been an eyesore since a fire over 4 years ago which could be utilized, plus other sites on which building works appear to have come to a halt, both in Old Church Road and Chingford Mount Road. Has the additional increase in traffic been considered? Hall Lane is already subject to traffic overload. Are we to suffer more as a result of this proposal? It seems obvious that officials supporting this do not live in the area. From Mary Cutajar [REDACTED]

## Chingford Mount development

**From:** [REDACTED]  
**Sent on:** Monday, January 10, 2022 4:17:37 PM  
**To:** regeneration <regeneration@walthamforest.gov.uk>;  
localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Chingford Mount development

Good Evening

I am sending this email as I am opposed to the online consultation it is too complicated for me, as a 74 year old doing anything online is not my first choice. I do use the internet, but this online consultation is not user friendly, is this the reason you have used this form of communication to exclude anyone who does not use technology?

**I am totally opposed to this scheme in its current form.**

The consultation ask is it legally compliant? **No**

Is it sound? **No**

Does it comply with the duty to co-operate? **No**

Proposed developments within the area, they cannot be delivered with policy compliant levels of affordable housing, there is no parking provisions, this will disadvantage older and the disabled residents of the borough. The plan seeks to build more homes than required by the London plan.

Existing residents would be overlooked, loss of privacy and lose normal daylight sunlight.

Additional demand for parking.

The consultation was flawed as there was no public meeting to advise residents, only Zoom meetings which were not publicised.

Vast amounts of residents do not have zoom facilities.

These developments do not purpose improved infrastructure to cope with increased numbers of residents/ population. No additional hospital spaces, dentists, doctors, schools (students already don't get their first choice and many have to travel to get to the school they have been given), public transport links. Trying to get a doctors appointment before covid was unacceptable if this proposal happens it will be impossible to see anyone.

I need a blood test, I have to wait 14 days for that appointment, there is no walk-in facilities anymore, totally unacceptable.

Homes should only be built to complement the existing buildings (Waltham Forest should have learnt from previous high-rise buildings now demolished Chingford Hall Estate Priory Court etc).

It has been proved that high rise buildings have an adverse effect on the surrounding area. The development in Ferry Lane is high rise and an eyesore, it has totally changed the look of the place. I see some of these flats are on the market for in excess of £400,000 hardly affordable for the local residents.

Up to 90 homes on each of the Sainsbury's and Iceland sites.

Is there any facilities planned for these stores to remain in the mount? I can't see them, if so where are residents meant to shop. By taking away these stores you will destroy the retail area there. Where do we park, I use the Sainsbury's car park, it is well used which shows there is a need for it. I use both these stores on a regular basis, again very well used.

I also understand Morrisons is part of plan, where do I and all the other residents of Chingford shop if these stores/shops are not replaced.

Your vision of more walking and cycling is something I strongly support but unfortunately to put these measures in at the expense of the needs of the elderly, disabled, parents with small children and the convenience of all the public, cannot be justified, should they not run alongside not instead off.

If Albert Crescent is pedestrianised, how do the emergency vehicles enter the road to help the residents who live of the Crescent? as far as I can see they would have to go via Hall Lane to the Stewardson Road. It is too ridiculous for words and another negative effect on the environment, moving traffic from one road to another.

Plans for the Leisure Centre in New Road, what is happening to the Leisure Centre that is currently there, where is that going?

Coupled with the Station Road plans you are turning a lovely suburban borough our into a Concrete Jungle that's worse than any London inner borough.

If this goes through you will ruin thousands of peoples lives for a few hundred new homes, totally inappropriate.

Regards

Brian Gallacher

[Redacted signature block]

## Chingford Mount development

**From:** [REDACTED]

**Sent on:** Monday, January 10, 2022 1:13:02 PM

**To:** regeneration <regeneration@walthamforest.gov.uk>

**CC:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** Chingford Mount development

I moved to Chingford to be able to raise my children in a safe and clean environment. There was plenty of green and open spaces that didn't require getting in the car. We could also walk to the high street which had a few independent shops plus supermarket. The residents were also welcoming and friendly.

Imagine my horror to now find that you want to build high rises which is not in keeping with the area and also increase the population by such a vast amount. I am not opposed to development but now when it destroys the aesthetics of the area rather than enhance it.

Currently, the traffic on New Road alone during the school run is gridlock when you are trying to accommodate parked cars, buses and parents trying to get their kids to school. There is insufficient infrastructure e.g doctors, dentist, and schools in the surrounding area to support this yet you think it makes sense due to your tunnel vision in stating that Chingford should take its fair share. You also wish to destroy green spaces and then appease us by planting a couple of trees to keep us happy, you clearly think we are stupid.

Blocking off roads then moves the traffic to what was a quiet residential street causing further pollution which is what I moved away from. Also damaging the wellbeing of residents especially the older generation. I have already noticed an increase of cars parked along Larkshall road in the evenings and also the number of people with mental health issues walking the streets and crime is also becoming a further problem. Increasing the population to such an extent is going to exacerbate this 10 fold.

Improving the area for walkers and cycling is great, updating the shops, preferably with more boutiques rather than pound and food shops we have too many of those already so a variety would enhance it.

All I can say is that you are looking for Utopia Town, in short turning our village into a town without amenities, you don't want people to drive, who are you to dictate how people travel, they may not have a choice, you do however have a choice on how this moves forward. What you want does not exist in the real world.

I don't know whether you have breached standards/compliance as the ordinary person cannot understand the documents which is what you are hoping for. All I know is it does not make sense.

Thank you.

Regards

Ellick Family

Sent from [Mail](#) for Windows

## Chingford Mount over-development

**From:** [REDACTED]

**Sent on:** Monday, January 10, 2022 12:35:58 PM

**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** Chingford Mount over-development

Dear Sirs

I have just received a letter describing the planned housing developments at Chingford Mount where I live at a walking distance from the shops. I am horrified by the plan of getting rid of the only supermarkets like Sainsbury and Iceland which provide easy shopping especially for us elderly. Also all the new planned homes without parking facilities will be horrendous for us locals. I live in Brook Crescent E4 and my street is already parked solidly, especially vans and lorries are a nuisance. Whatever will happen with 280 new homes. Also, Chingford Mount will be looking like a council estate. Please re-consider saving this neighbourhood.  
Aila Bloom (82).

## Chingford Mount redevelopment

**From:** [REDACTED]

**Sent on:** Sunday, December 19, 2021 9:37:55 AM

**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** Chingford Mount redevelopment

We want shops like Sainsbury and Iceland to stay in Chingford. The Hub is doing a great job for the aged in Waltham Forest, where are you going to put them and the other shops etc that you are getting rid of. You will make The Mount not a viable place to go as there will be nothing left to go there for only high rise housing which spoils the ethos of the area. There are already empty shops because people are not coming to the area. These developments won't help, just destroy the area more.  
The medical practices in the area are overwhelmed with patients at the present time so putting more pressure on them with all this proposed housing will not be good.  
You should put back the toilets, that would make more sense.  
WE DO NOT WANT HIGH RISE OR MORE HOUSING IN CHINGFORD, leave us alone and do your damage in other parts of the borough.

G Collinson  
[REDACTED]  
[REDACTED]

## Chingford Mount regeneration

**From:** [REDACTED]  
**Sent:** 20 December 2021 13:43  
**To:** regeneration <regeneration@walthamforest.gov.uk>  
**Subject:** Chingford Mount regeneration

Hello

After reading your proposals for regenerating the Chingford Mount area around Albert Crescent, I agree with a lot of the comments in the paper, but what I do not agree with, although it is not stated in the paper, is high rise flats that will mask the views over our area.

It was pleasing to see that our Sainsbury's Supermarket will continue because this is a lifeline for many local elderly and disabled people who cannot get to the larger stores, Sainsburys is a friendly and necessary facility where shoppers often meet and chat with people they know while doing their shopping.

I also agree strongly with greening up the area with trees and plants. The extension of bus routes is also favourable especially as we have no tube or rail in our vicinity (by the way on page 31 it says bus 58, there is no bus 58 at Chingford Mount). Bus drivers will need a stopping place though to rest.

It is also pleasing to see the new streetlamps in our area, but some of the darker places need a street lamp especially the garage area at the back of Chase Gardens (although this may not be within your remit here).

We need our community facilities as South Chingford Community Library and Hub has been closed since covid lockdown, this is urgently required and hopefully will stop anti social behaviour especially in darker places as mentioned above. I have lived in Chingford Mount 25 years and have seen how the area has declined.

Please keep me informed of any progress on the regeneration of Chingford Mount.

Thank you.

Mrs. Carole Rogers  
Chingford Mount resident

## Local plan consultation Delivery of Infra structure Physical

**From:** [REDACTED]  
**Sent:** 20 December 2021 22:04  
**To:** Planning Policy <Planning.Policy@walthamforest.gov.uk>  
**Subject:** Local Plan consultation: Delivery of Infra structure Physical

Dear Sir/Madam

Please note that you seem to have entered the social infrastructure plan under the Physical heading.

Thank you

Sybil Riten

## Objections to Draft Chingford mount town Centre framework.

From: [REDACTED]  
Sent: 10 January 2022 13:49  
To: regeneration <regeneration@walthamforest.gov.uk>  
Subject: Objections to Draft Chingford mount town Centre framework

Viewing the consultation documents please note my objection to this development

The reasons are detailed below:

'Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, and other mental health facilities needed (green space) Set out modifications 'Build homes to height of existing buildings, provide parking, healthcare, education, etc.'

Please log my objections and confirm by return email Thank you.

Deana vango  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Sainsbury's Hall Lane

From: [REDACTED]  
Sent: 18 December 2021 14:25  
To: regeneration <regeneration@walthamforest.gov.uk>  
Subject: Sainsbury's Hall Lane

Dear Sir Madam I have lived my life in this property for 86 years I don't get much pleasure now except sitting in the back garden weather permitting, I don't relish sitting there for the next few years overlooking a building site or high rise buildings which are out of caricature with the rest of borough. You demolished tower blocs on chingford hall estate several years ago saying they were not fit for people to live in people want houses with gardens not blocks of flats.

Yours faithfully

R Stoddart.  
[REDACTED]  
[REDACTED]





**Subject:** Fwd: LBWF Regeneration

Please note my previous email contained a typo where I said the Consultation deadline was 14th December but I should have said 14th January. Apologies.

**Subject:** LBWF Regeneration

Dear Cllr Miller,

I understand from correspondence that there are LBWF leaflets about the redevelopment in Chingford, but you are unable to provide them to residents due to the cost. Can you please advise the cost of these leaflets compared to the cost of the whole Consultation?

You stated in the last couple of days that there are leaflets in 228 Chingford Mount Road but there are none there. The old plans/boards that were in the window for about 5 days are now the back room of the shop!

Obviously time is of the essence as comments to the Consultation need to be received by 14th January.

Regarding the 4th December council officer event at 228 Chingford Mount Road/Albert Crescent, there were only two officers present and no leaflets were handed out, contrary to your email. The shop (228) was a pop up shop selling clothes and the officers just stood outside. The only leaflets handed out were about the Chingford treasure trail, nothing about the redevelopment.

What steps have been taken to advise residents where English is not their first language? The boards in 228 Chingford Mount Road were only in English with nothing to help non-English speakers.

Zoom meetings are not sufficient as most people are not au fait with Zoom.

We are extremely concerned that most residents have no access to the information and therefore cannot respond in time.

You also say we cannot have a public meeting due to covid concerns but you've had all year to do so when it was safer, especially in the summer.

By residents not responding I presume you will believe that they are happy with the plans but I can assure you that many people want the chance to have their say but have no idea how to.

The websites are not user friendly with questions in 'planner-speak' asking questions like "are these plans legally compliant and sound". Most people have no idea what means. It appears that it has been made as difficult as possible for residents to respond.

Can you either provide leaflets as soon as possible or delay the deadline? We just want ALL residents to have their say, whether good or bad.

Many thanks.

Kind regards,

Karen McGill

[REDACTED]

## LBWF Regeneration

**From:** [REDACTED]  
**Sent on:** Saturday, December 18, 2021 1:52:11 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Fwd: LBWF Regeneration

Sent from my iPhone

Begin forwarded message:

Dear Cllr Miller,

I understand from correspondence that there are LBWF leaflets about the redevelopment in Chingford but you are unable to provide them to residents due to the cost. Can you please advise the cost of these leaflets compared to the cost of the whole Consultation?

You stated in the last couple of days that there are leaflets in 228 Chingford Mount Road but there are none there. The old plans/boards that were in the window for about 5 days are now the back room of the shop!

Obviously, time is of the essence as comments to the Consultation need to be received by 14th December.

Regarding the 4th December council officer event at 228 Chingford Mount Road/Albert Crescent, there were only two officers present and no leaflets were handed out, contrary to your email. The shop (228) was a pop up shop selling clothes and the officers just stood outside. The only leaflets handed out were about the Chingford treasure trail, nothing about the redevelopment.

What steps have been taken to advise residents where English is not their first language? The boards in 228 Chingford Mount Road were only in English with nothing to help non-English speakers. Zoom meetings are not sufficient as most people are not au fair with Zoom. We are extremely concerned that most residents have no access to the information and therefore cannot respond in time.

You also say we cannot have a public meeting due to covid concerns but you've had all year to do so when it was safer, especially in the summer.

By residents not responding I presume you will believe that they are happy with the plans but I can assure you that many people want the chance to have their say but have no idea how to.

The websites are not user friendly with questions in 'planner-speak' asking questions like "are these plans legally compliant and sound". Most people have no idea what means. It appears that it has been made as difficult as possible for residents to respond.

Can you either provide leaflets as soon as possible or delay the deadline? We just want ALL residents to have their say, whether good or bad.

Many thanks.

Kind regards,

Karen McGill

[REDACTED]

## Objections to Draft Chingford mount town Centre framework

**From:** [REDACTED]  
**Sent on:** Monday, January 10, 2022 1:50:52 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Fwd: Objections to Draft Chingford mount town Centre framework

Viewing the consultation documents please note my objection to this development.

The reasons are detailed below:

'Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people.

The Plan seeks to build more homes than required by the London Plan.

Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking.

Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, and other mental health facilities needed (green space)

Set out modifications 'Build homes to height of existing buildings, provide parking, healthcare, education, etc.'

Please log my objections and confirm by return email

Thank you,

Deana vango

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Chingford

From: [REDACTED]  
Date: Sun, 9 Jan 2022, 11:24  
Subject:

Just wondering where the extra schools, medical centres, and parking provision will be situated to support this proposed program? Also, there are other areas in Chingford, such as the old Poundland store, which has been an eyesore since a fire over 4 years ago which could be utilized, plus other sites on which building works appear to have come to a halt, both in Old Church Road and Chingford Mount Road. Has the additional increase in traffic been considered? Hall Lane is already subject to traffic overload. Are we to suffer more as a result of this proposal? It seems obvious that officials supporting this do not live in the area.

Mary Cutajar,  
[REDACTED]  
[REDACTED]

## Guidance on LP2 regulation 19 Consultation

**From:** [REDACTED]  
**Sent on:** Sunday, January 2, 2022 8:32:16 AM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Guidance on LP2 regulation 19 Consultation

Good morning, on the below link, further links are provided for two documents

<https://www.walthamforest.gov.uk/planning-and-building-control/planning-policy/local-plan>

LP2 Consultation Notice  
LP2 Consultation Guidance

I'm trying to access the Guidance doc but the link for both the above appears to go to the same document (the Notice). Please could you therefore point me in the direction of where I can find the guidance.

Could you also confirm for each of the Leytonstone Town Centre proposals, if any changes were made to any of the proposals based on original consultation responses from the public.

Many thanks  
Fiona

## Hall Lane car park

**From:** [REDACTED]

**Sent on:** Saturday, January 8, 2022 1:05:58 PM

**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** Hall Lane car park

Re-Development of 90 homes in a 5 storey development of flats without parking facilities in hall lane.

This parking facility is the only one in the Chingford Mount area. Has the council considered the need of the elderly, disabled and people with mobility issues. Not every resident in the area is capable of cycling! Or walking a distance! The hall lane car park, especially the disabled bays is always in constant use. Lots of residents prefer shopping in a smaller compact supermarket rather than the superstores which are often too big to navigate.

Closing this car park would be detrimental to many residents and traders in the Chingford area people need to shop in the post office, pharmacy, dry cleaners etc. Without the use of the car park people will be forced to park in the neighbouring streets which are already full to capacity.

I strongly urge you to reconsider the folly of going ahead with this project.

## LP1 Strategic Policies and LP2 Site Allocations

**From:** [REDACTED]

**Sent on:** Friday, January 7, 2022 6:32:25 PM

**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** LP1 Strategic Policies and LP2 Site Allocations

To whom it may concern, I am writing to raise further questions and to voice my concerns regarding the Council's planning proposals.

I do not feel that the consultation process is being handled correctly (or even legally) with very little access to information for residents not online and I also feel that documents LP1 and LP2 should have been issued together as the issues raised in both documents need to be considered together.

I note that LP1 stated that all new developments would be car free. No parking does not mean no cars and many of the residents would need to find alternative places to park. No parking is discriminating against the old and infirm who need cars to get around (being unable to cycle or walk long distances) and they need parking for their carers to park on often twice daily visits so that they can live at home. Plus you have workmen who may live in these new homes – where do they park their vans? In addition, surely the Council should insist that all new developments include allocated parking for each household with an electric car charging point in order to encourage residents to switch to electric cars and improve air quality in the area. I also note that while the Council seems to be anti-cars, it asked volunteers with cars to come forward in the pandemic to help residents keep hospital appointments, get prescriptions, shopping, etc

Transport provision is overlooked by LP2. Where will the transport hub at Albert Crescent be relocated to? Has TFL been consulted on providing public transport for an increased population? In fact there are no details on

how or if any infrastructure improvements will be delivered. An increasing population will require improvements to the infrastructure – more detail needs to be provided on this.

Why would the Council think it acceptable to remove the Sainsbury's supermarket and car park at Hall Lane and the Morrisons supermarket and car park and reduce the capacity of the Sainsbury's at Low Hall? Where are current residents to shop even without the proposed new residents? It just doesn't seem to be well thought through!

Why does the Council wish to house another 27,000 people in this Borough? It is not acceptable that future development should change the suburban feel of the Chingford and Highams Park areas. There is no justification for any building to exceed the height of those immediately surrounding them. It is important to retain the character of the area.

Lynda McGowan

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Objections to Draft Chingford mount town Centre framework.

From: [REDACTED]  
Sent: 10 January 2022 13:49  
To: regeneration <regeneration@walthamforest.gov.uk>  
Subject: Objections to Draft Chingford mount town Centre framework

Viewing the consultation documents please note my objection to this development

The reasons are detailed below:

'Proposed developments would be out of keeping with the area, they cannot be delivered with policy compliant levels of affordable housing, no parking provision, this will disadvantage older people. The Plan seeks to build more homes than required by the London Plan. Existing residents will be over-looked, loss of privacy, daylight/sunlight, additional demand for parking. Consultation flawed as no leaflets/public meeting to advise residents, only an online Zoom meeting. Shortage of doctors, hospitals, dentists, schools, and other mental health facilities needed (green space) Set out modifications. 'Build homes to height of existing buildings, provide parking, healthcare, education, etc.'

Please log my objections and confirm by return email.

Thank you,

Deana vango

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



## Site Allocations Consultation 480-510 Larkshall Road

**From:** Richard Ketelle [REDACTED]  
**Sent:** 03 December 2021 09:18  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Waltham Forest Local Plan (LP2) Site Allocations Consultation - 480-510 Larkshall Road

Dear Sir/Madam,

**WALTHAM FOREST DRAFT LOCAL PLAN (LP2) (REGULATION 19) - SITE ALLOCATIONS REPRESENTATIONS SUBMITTED ON BEHALF OF ATLANTIS HIGHAMS LIMITED RE: 480-510 LARKSHALL ROAD, LONDON, E4 9HH (FORMING PART OF DRAFT SITE ALLOCATION 'SA59')**

On behalf of Atlantis Highams Limited, please find attached representations in response to the above consultation.

We would be grateful if you could keep us updated of the progress of the draft Local Plan (LP2).

We would also be grateful if you could confirm safe receipt.

We look forward to hearing from you.

Kind regards,

Richard

[REDACTED]  
[REDACTED]

## Waltham Forest: New event available

**From:** [REDACTED]  
**Sent on:** Wednesday, December 1, 2021 10:56:37 AM  
**To:** [REDACTED]  
**Subject:** RE: Waltham Forest: New event available

Good Morning Team,

Thank you for consulting us on the Site Allocations proposed submissions document for the Waltham Forest Local Plan.

Would it be possible to provide the GIS layer of the site allocation outlines/boundaries? This will help us and our consultees in assessing the constraints associated with each individual site.

Best Regards,

Tom Craig

## Site Allocation Consultation - Chingford Mount E4

**From:** [REDACTED]  
**Sent on:** Friday, December 31, 2021 6:57:43 PM  
**To:** regeneration <regeneration@walthamforest.gov.uk>;  
localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Site Allocation Consultation - Chingford Mount E4

I feel that the Site Allocation Consultation is not legally compliant, not sound and does not comply with the duty to co-operate.

My comments are as follows:

### Sainsbury's Hall Lane, Albert Corner, Former South Chingford Library Sites

The plan is seeking to build more homes than required by the London Plan.

To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause 'harm' to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.

Without parking these proposed developments will disadvantage older people.

My father's home, which I also part-own, is in Albert Avenue which backs on to Sainsbury's in Hall Lane. Building five plus storeys of flats would completely destroy my father's way of life. He spends a lot of his time in the garden enjoying the peace and quiet and can actually see the sky. With a high rise block of flats in the way, his mental health would suffer greatly. He is so worried about the loss of privacy and light and his way of life would be changed forever. Throughout the various Covid lockdowns, my father's only safe place has been his garden and who knows how Covid will change people's behaviour in the future.

The Sainsbury's in Hall Lane has been a lifeline especially over the last couple of years for local residents, many of whom are elderly. Should this close down whilst redevelopment takes place, there will be no-where for them to shop.

These proposed developments cannot be delivered with policy compliant levels of affordable housing.

Blocking off Cherrydown Avenue from Albert Crescent making it pedestrianised will cause gridlock to an already extremely busy crossroad junction. Residents in Cherrydown Avenue, Marmion Avenue and Hurst Avenue will have to drive the long way round causing more congestion, pollution and using more petrol.

The Consultation is flawed as non online residents have not had a chance to comment as they received no leaflets through the door advising of the plans. There has also been no public meeting. Zoom meetings were too short and not everyone could comment as there was not enough time to ask questions and there was not enough capacity for those who wanted to register.

In this area there is a shortage of doctors, hospitals, dentists, schools, and with over 200 extra homes, this would only make matters worse for existing residents.

In the past we realised the massive mistakes of putting people in little boxes in Chingford Hall Estate and many other soul-destroying, high rise flats and in the case of Chingford Hall Estate, this was knocked down and low rise houses built instead. It is widely known that these homes are not good for mental health. Why would the Council want to repeat their mistakes?

If new homes are required, why not look at the empty half-built eyesore of a building at the Morrisons junction. Another site which is empty and awaiting redevelopment, is in Old Church Road where the old shoe shop was, which was called Dollybirds.

Any homes should not be built any higher than existing buildings to keep the character of the area. If high-rise developments go ahead in Chingford Mount, it will totally destroy the village feel of the existing area.

Please consider the above points when making your decision.

Kind regards,

Karen McGill



## Site Allocations Document LP2 Representation

**From:** [REDACTED]  
**Sent on:** Wednesday, December 22, 2021 11:40:16 AM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Site Allocations Document LP2 Representation

Dear Sir/Madam,

On behalf of the owner, Sewardstone Holdings Limited, we support proposed allocation SA55 (60-74 Sewardstone Road). However, it would be prudent to state in the supporting text there is an opportunity to create a focal point on the junction of Sewardstone Road and Kings Head Hill. This

could take the form of a building with height subject to the normal development control criteria (up to 8 - 9 storeys). Such a building would compliment the proposed allocation on the other side of Sewardstone Road (Motorpoint SA53).

Regards

Mark Pender  
PPM Planning

## Site SA46 Sainsbury's Car Park and Adjacent Sites

**From:** [REDACTED]

**Sent on:** Monday, January 3, 2022 5:45:37 PM

**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>

**Subject:** Site SA46 Sainsbury's Car Park and Adjacent Sites

To whom it may concern, I am writing to raise my concerns regarding Site Allocations LP2.

As a frequent user of the Sainsbury's supermarket on this site I am concerned regarding the reduced parking capacity that will no doubt result if 430 new homes are built on this site. It is already difficult to park on this site at peak times. Are you proposing that we drive further afield to larger outlets for our shopping needs as this would not be environmentally friendly. Traffic coming on and off this site is already congested.

I understand that the 430 new homes would have little or no parking. No parking does not mean no cars and many of the residents would need to find alternative places to park. No parking is discriminating against the old and infirm who need cars to get around (being unable to cycle or walk long distances) and they need parking for their carers to park on often twice daily visits so that they can live at home. Plus, you have workmen who may live in these new homes – where do they park their vans?

On a more general note:

- The circa 19,000 homes (as mentioned on page (i) of your document) is in line with Government guidance, so why is the council proposing 27,000 additional new homes (page 1 of your document)?
- More detail is needed on how the Council intends to improve infrastructure to meet the demands of the new residents, including schools, GP surgeries, dentists, new roads, more buses, etc
- We need our new hospital up and running before we build more new homes. The area has already seen extensive building of residential properties and Whipps Cross Hospital is unable to provide existing residents with a service fit for purpose.
- Our police force is already over stretched, how will the new residents impact on this.
- Has Thames Water been consulted on ensuring water pressure and supply can be maintained even during periods of lower than average rainfall without drawing on our rivers?

I have to say that I write this with a heavy heart as I do not believe that the Council cares about the opinions of its existing residents, which is painfully apparent based on the Consultation process which excludes a large proportion of the community who don't have access to the internet and who are completely unaware of the proposal.

Lynda McGowan



## Site SA48 Morrisons Supermarket and Car Park

**From:** [REDACTED]  
**Sent on:** Monday, January 3, 2022 5:50:21 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Site SA48 Morrisons Supermarket and Car Park

To whom it may concern, I am writing to raise my concerns regarding Site Allocations LP2.

As a frequent user of the Morrison's supermarket on this site I am concerned regarding the reduced size of the supermarket and the reduced parking capacity that will no doubt result if 270 new homes are built on this site. Are you proposing that we drive further afield to larger outlets for our shopping needs as this would not be environmentally friendly. Traffic coming on and off of this site is already congested.

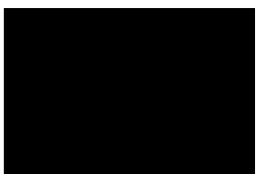
I understand that the 270 new homes would have little or no parking. No parking does not mean no cars and many of the residents would need to find alternative places to park. No parking is discriminating against the old and infirm who need cars to get around (being unable to cycle or walk long distances) and they need parking for their carers to park on often twice daily visits so that they can live at home. Plus you have workmen who may live in these new homes – where do they park their vans?

On a more general note:

- The circa 19,000 homes (as mentioned on page (i) of your document) is in line with Government guidance, so why is the council proposing 27,000 additional new homes (page 1 of your document)?
- More detail is needed on how the Council intends to improve infrastructure to meet the demands of the new residents, including schools, GP surgeries, dentists, new roads, more buses, etc
- We need our new hospital up and running before we build more new homes. The area has already seen extensive building of residential properties and Whipps Cross Hospital is unable to provide existing residents with a service fit for purpose.
- Our police force is already over stretched, how will the new residents impact on this.
- Has Thames Water been consulted on ensuring water pressure and supply can be maintained even during periods of lower than average rainfall without drawing on our rivers?

I have to say that I write this with a heavy heart as I do not believe that the Council cares about the opinions of its existing residents, which is painfully apparent based on the Consultation process which excludes a large proportion of the community who don't have access to the internet and who are completely unaware of the proposal.

Lynda McGowan



## Site SA59 - 472-510 Larkshall Road & James Yard

**From:** [REDACTED]  
**Sent on:** Monday, January 3, 2022 6:00:45 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Site SA59 - 472-510 Larkshall Road & James Yard

To whom it may concern, I am writing to raise my concerns regarding Site Allocations LP2.

I note that your objectives include “ensuring unique character of the borough is protected and enhanced” and “responds to the local character”. In my mind this would preclude the building of flats higher than 3 floors on this site. However, I see that you have “included the potential for taller buildings” on this site, which clearly does not meet your previous objectives. Traffic in the area is already congested due to the level crossing or are you proposing to shut that?

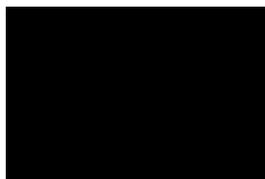
I understand that the 145 new homes would have little or no parking. No parking does not mean no cars and many of the residents would need to find alternative places to park. No parking is discriminating against the old and infirm who need cars to get around (being unable to cycle or walk long distances) and they need parking for their carers to park on often twice daily visits so that they can live at home. Plus you have workmen who may live in these new homes – where do they park their vans?

On a more general note:

- The circa 19,000 homes (as mentioned on page (i) of your document) is in line with Government guidance, so why is the council proposing 27,000 additional new homes (page 1 of your document)?
- More detail is needed on how the Council intends to improve infrastructure to meet the demands of the new residents, including schools, GP surgeries, dentists, new roads, more buses, etc
- We need our new hospital up and running before we build more new homes. The area has already seen extensive building of residential properties and Whipps Cross Hospital is unable to provide existing residents with a service fit for purpose.
- Our police force is already over stretched, how will the new residents impact on this.
- Has Thames Water been consulted on ensuring water pressure and supply can be maintained even during periods of lower than average rainfall without drawing on our rivers?

I have to say that I write this with a heavy heart as I do not believe that the Council cares about the opinions of its existing residents, which is painfully apparent based on the Consultation process which excludes a large proportion of the community who don't have access to the internet and who are completely unaware of the proposals.

Lynda McGowan



## Site SA61 - Larkwood Leisure Centre

**From:** [REDACTED]  
**Sent on:** Monday, January 3, 2022 6:07:23 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:** Site SA61 - Larkwood Leisure Centre

To whom it may concern, I am writing to raise my concerns regarding Site Allocations LP2.

I am a frequent user of the Nuffield Health Centre. How would this be impacted? It is a Government priority to improve the Nation's fitness in an attempt to relieve some of the pressure on the NHS. How would reducing local access the health centres meet this objective? I had understood that as a result of the pandemic increasing housing in already over populated areas was to be reconsidered and that we all need more access to open green spaces and health facilities.

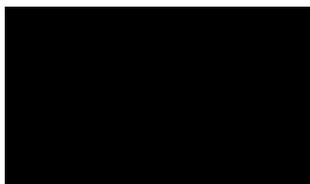
I understand that the 280 new homes would have little or no parking. No parking does not mean no cars and many of the residents would need to find alternative places to park. No parking is discriminating against the old and infirm who need cars to get around (being unable to cycle or walk long distances) and they need parking for their carers to park on often twice daily visits so that they can live at home. Plus you have workmen who may live in these new homes – where do they park their vans?

On a more general note:

- The circa 19,000 homes (as mentioned on page (i) of your document) is in line with Government guidance, so why is the council proposing 27,000 additional new homes (page 1 of your document)?
- More detail is needed on how the Council intends to improve infrastructure to meet the demands of the new residents, including schools, GP surgeries, dentists, new roads, more buses, etc
- We need our new hospital up and running before we build more new homes. The area has already seen extensive building of residential properties and Whipps Cross Hospital is unable to provide existing residents with a service fit for purpose.
- Our police force is already over stretched, how will the new residents impact on this.
- Has Thames Water been consulted on ensuring water pressure and supply can be maintained even during periods of lower than average rainfall without drawing on our rivers?

I have to say that I write this with a heavy heart as I do not believe that the Council cares about the opinions of its existing residents, which is painfully apparent based on the Consultation process which excludes a large proportion of the community who don't have access to the internet and who are completely unaware of the proposals.

Lynda McGowan



## SOUTH CHINGFORD

**From:** [REDACTED]  
**Sent on:** Saturday, December 18, 2021 4:39:09 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>;  
regeneration <regeneration@walthamforest.gov.uk>  
**Subject:** SOUTH CHINGFORD

Hi

I am writing to oppose ALL proposals for development in South Chingford that include high rise buildings.

(But in particular, Sainsburys in Hall Lane E4 8HH.)

The plans are seeking to build more homes than required by the London Plan.

To achieve that higher number, the form of development is significantly out of keeping with the existing character of the area and will cause harm to existing residents who will suffer the consequences of over-looking, loss of privacy, daylight and sunlight and from the additional demand for on-street parking from flats built without adequate parking for new residents.

Schools, Gp surgeries etc are already full to bursting, we can't support any more people in this area until more facilities are added.

If possible, please take this email as THREE objections, as my parents don't have internet so can't email you.

Thank you,  
Lisa Valen

## Chingford mount development

**From:** [REDACTED]  
**Sent on:** Monday, January 10, 2022 12:06:11 PM  
**To:** localplanconsultations <localplanconsultations@walthamforest.gov.uk>  
**Subject:**

Plans for redevelopment at the Mount look dreadful. How are buses going to turn around – do a 3-point turn? Or is TFL going to extend all the routes to Chingford Station? What about now the old library building the CREST building, this is a local asset well used by the elderly before COVID and there are no other buildings locally that could accommodate this service. Why should a cemetery be more a part of the area. It is not a park it is a place to be with the dead. Dogs are already a problem and should be banned again as I have seen owners let them off the lead so they can wander through the graves and go to the toilet.

Why does the local plan site not send me an email as it says it will? Tried 10 times now.

R → 31/12

Planning  
Policy Team  
LBWF

26<sup>th</sup> December 2021

Dear Sirs,

I am completely against all the large developments planned in Chingford. The council is seeking to build more than the London plan requires, and the government is proposing less development in the south east and more in the north.

Tall buildings should only be built if they are not having a bad impact on the surrounding area. Any tall buildings in Chingford would be detrimental to all areas in the town.

I am also really worried about

how all the new residents will affect our services, schools GPs & hospitals.

It would be interesting to know how many homeless people there were in LBWf 5 years ago and how many there are now. LBWf has built hundreds of flats in Walthamstow, but are any of them allocated to people desperate for accommodation?

Yours sincerely

Geraldine McFarlane

This submission is made on behalf of the Waltham Forest Conservative Councillors Group. In response to "SHAPING THE BOROUGH Waltham Forest local plan (LP2) Draft Site Allocations Document September 2020 (Regulation 19).

We are sorry to say that this is, largely, a repeat of what we submitted at the Regulation 18 stage because few of the concerns highlighted have been addressed in the revised documents. We are grateful for the removal of certain sites from the document, but the remaining designations remain of significant concern, because in large part, we do not believe them to be "effective", because to deliver development in the form suggested would be contrary to the NPPF requirement that development should be in keeping with the character and appearance of an area. The designation is also not "effective" because, in certain cases which we will highlight below, the proposed developments are simply not financially viable.

We have significant concerns over the consultation process in addition to the specific concerns about the designations. There has been a real effort made by local people and Councillors to raise the profile of the consultation but the Council has made it very difficult for those who are not "online" to engage with it. We know that several residents have raised this and we will let their comments stand for us also.

We have separated our response into two sections; a general response on the process as set out in the Introduction and Methodology sections at the beginning of the document and then responses on specific sites based on our own knowledge and experience and on discussions we have had with local residents and community groups.

#### General Response

1. The Site Allocations Document ( "SAD" ) is vital to the "soundness" of the Local Plan as without sufficient land being identified, there is no way the Council can demonstrate that it can meet its housing target. Accordingly, we believe taking the LP1 policies part of the plan to Public Inquiry prior to the conclusion of the Regulation 19 stage of the LP2 site allocations part of the plan is a flawed approach.
2. We note that the Council have included 65 potential sites within the SAD, but that this document fails to include sites which have been included in the Regulation 19 version of the LP1 document. (See Figure 4.1 Page 25 of that document).
3. We note that the SAD includes only what the Council describes as "Strategic" or "Key" sites, but it is less than transparent, some might say misleading, to consult on a document purporting to show where development will happen and what form that development might take, when in a later version of a separate document in the suite of Plan documents is suggesting a greater number of sites for development.
4. We also believe it is misleading to fail to include sites which the Council intends to include on the Brownfield Land Register.
5. The cumulative effect of this approach is to seek to accommodate a higher number of homes within the sites identified in the SAD, leading to a need for higher densities and taller buildings on that smaller number of sites than might in fact be necessary.
6. We are disappointed that the SAD pays only scant attention to the need to identify opportunities for development of land for uses other than residential. The LP1 document makes much of its aim to grow employment and provide cultural and leisure opportunities in the Borough, yet very few sites in the SAD focus on these important other uses.
7. We also note that with the exception of the Avenue Road estate and Priory Court estate, both of which are already being progressed as Estate Regeneration projects, the council has not included its own housing estates. Examples of potential estates which could be included

are Aldriche Way in Highams Park and the Stocksfield Road estate in Wood Street, but a comprehensive planned approach is more likely to deliver improved, replacement and new homes over time than piecemeal redevelopment.

8. The Council retains ownership of circa 12,000 homes with approximately 3,500 homes on those estates having been bought under the Right to Buy schemes. A 50% uplift in the number of homes, which is a low estimate of the potential based on other schemes around London (but comparable to Marlowe Road) would allow almost 7,500 additional homes to be delivered in addition to the identified sites, allowing the target number of homes on the identified sites to be lowered.
9. We are specifically opposed to the document referring to supporting development based on a "minimum" number of homes on the identified sites. In certain locations, the minimum number will require development that is significantly denser and taller than the established character of the area and as such contrary to the policies set out in the National Planning Policy Framework.
10. Specifically, in the North of the Borough, the established character is suburban and the recent adoption of the Highams Park Neighbourhood Plan with overwhelming majority support, supports the view that this character should be preserved and enhanced, not changed.
11. We do not believe that the Council has justified its designation of sites in the North of the Borough as "Transformational" against the very clear opposition to taller, denser development that has been expressed in the responses to the Regulation 18 consultation on the LP1 document, in response to which over 700 people signed a petition asking for inter alia height limits to be included. We will comment on these further below.
12. We believe the proposals contained in the Planning Policy White Paper for design codes should be embraced by the Council, with Neighbourhood Forums established to develop these. Through this process, acceptable forms of development can be established and the number of homes and spaces for new business premises, cultural and leisure opportunities can be ascertained. We do not believe the current approach is consistent with the aims of Government policy in this regard.

### **Site Specific comments**

1. SA46 - Sainsbury's and adjacent sites. We do not believe the designation of this site to be "effective" given the embedded value of the existing uses far exceeding the likely residential development value of the site when the Council's policies of seeking 50% affordable housing are taken into account. This is a well-established retail store, hotel, car dealership and community transport hub, with playing fields adjacent to it. The car dealership opened less than five years ago. We do not believe this site to be viable because the value of the proposed 800 residential units is unlikely to be able to bear the cost of either buying out the existing uses or replacing them with adequate compensation to the occupiers for their loss of business during the period of redevelopment. The designation as a "Transformation" site suggests very tall buildings, which will be situated adjacent to an urban motorway and downwind of a waste incinerator. Neither factor would appear to have been properly considered in assessing the likely higher cost of development and the impact of that on viability. The Chingford Hall estate, which lies about 500m west of this site was redeveloped in the 1980s/90s and tower blocks were demolished. The resulting homes, a mix of two and three story terraced houses and three and four storey flats, have established a character for the area which has proved popular and less prone to negative outcomes such as anti-social behaviour and crime. Such factors should be considered when land

is designated, but does not appear to have been. We believe this site should be designated as a "Transition" site with an FAR no greater than 2.0.

2. SA48 - Morrison's and adjacent sites. We do not believe the designation of this site to be "effective" given the embedded value of the existing uses far exceeding the likely residential development value of the site when the Council's policies of seeking 50% affordable housing are taken into account. This is a well-established retail store and adjacent gym. The designation of this site as a "Transformation" site suggests very tall buildings which would be out of keeping with the suburban character of the area and over-dominant in an area of two storey terraced and semi-detached housing. It would also be downwind of the waste incinerator and the additional cost of construction to ameliorate this would not appear to have been considered in assessing the potential viability. We do not believe this site should be considered for any greater level of development than would be supported by a "reinforcement" designation with an FAR no greater than 1.4.
3. SA49 – Sainsburys and Hall Lane Car Park – We do not support the designation of this site as "Transformational". It does not meet the criteria for this designation in the LP1 policies. The parallel masterplan exercise has raised immense local concerns, especially from adjacent residents who fear a significant loss of privacy. We also do not believe that the designation is effective as it is unlikely to be viable taking account of the need to protect existing residents amenity, replace a well-used town centre car park and meet the Council's policy of providing 50% affordable housing, alongside buying out the embedded value of the existing supermarket.
4. SA50 - Former South Chingford Library We do not believe the designation of this site to be effective, against a requirement for the replacement of the community use and the open space, which are likely to make any development unviable, without imposing a form of development on the site totally out of keeping with the character of the homes adjacent to it.
5. SA51 – Albert Corner. The designation of this site has changed from "Reinforcement" to "Transition" between the R18 and R19 versions of the LP2 consultation. We oppose this. The parallel masterplanning exercise showed a building of nine storeys on the Old Church Road frontage and six storeys on the New Road frontage. We do not believe the designation of this site to therefore be "effective" as development in this form would be contrary to the NPPF requirement for development to be in keeping with the character and appearance of an area. It would also cause significant harm to adjoining homes, particularly those in Brook Crescent whose rear gardens would be both over-shadowed and overlooked.
6. SA59/60/68 We are aware of a response from the Highams Park Planning Group which addresses these sites and other opportunities in the Highams Park Neighbourhood Plan area. We support those comments in full.
7. SA61 - In our previous response, we supported the local campaign to designate part of the site as Local Green Space and we are pleased that this has been accepted. A petition in support of that and asking that any development of the site replaced the leisure facilities and that houses for families were built rather than flats, and that the height of the existing buildings was not exceeded was submitted as part of the earlier submission. In order to gather more fine-grained responses on these issues, we asked local residents to complete a survey asking individual questions. A report on the responses to that survey is attached. In summary 93% of the 597 respondents did not want this site included in the Site Allocations; there was an even spread of responses as to which of the existing leisure facilities people wanted to see replaced; support for the inclusion of more non-residential uses on the site; 90% (544) of respondents said the proposed allocation of 280 was too many; 80% of respondents wanted to see large family houses or smaller houses, not flats, built on the site; almost no respondents wanted to see buildings taller than four storeys and most wanted a maximum of two storeys; It is our view that the

designation of this site is therefore not “effective” because it is not possible to replace the leisure facilities and provide policy compliant affordable housing with any form of development which would be remotely acceptable or policy compliant. We do not believe the parallel masterplanning exercise has demonstrated viability, even with a form of development which is deeply unpopular and wholly out of keeping with the character of the area. Again, there is no CPZ in this area and poor public transport, so it is likely developers would seek “exceptional” consent to include parking, further damaging the viability of the scheme.

8. SA65 - Pear Tree house We support the redevelopment of this site in accordance with the granted planning consent for sheltered housing.

This response is made on behalf of Valley Ward Conservative Councillors to the SHAPING THE BOROUGH Waltham Forest local plan (LP2) Draft Site Allocations Document Consultation.

We understand there is a response being prepared by the Waltham Forest Conservative Councillors Group, however, this response is specific to Valley Ward and assesses the impact of the proposals contained in the Site Allocations Document (SAD) and the soundness of those proposals.

## **General**

We are concerned that consultation on this document is separate to the consultation which took place in first in mid 2019 and on the revised document in late 2020 on the text of the Proposed Local Plan document. We believe this disjointed approach has made the consultation for residents unnecessary complicated. We do not believe that the consultation on such an important document should have been handled in this way.

We note that the proposals all refer to further documentation:-

“Additional detail on the development guidelines for the site will be provided in a forthcoming SPD for the area.”

We are concerned, given that several of the sites are quite specific in the number of units proposed that any further consultation that would be required to inform the SPD will be confined to minor items such as finishes or boundary treatments.

We submit that this document is premature.

## **Sites**

SA50 – Former South Chingford Library

This site is a viable and well used community asset. It has an open and pleasant setting. The development of this site should not be contemplated until the facilities and public open space have been secured in this location, as we have been assured. We do not believe this is financially viable and therefore is not deliverable.

SA49 - Sainsbury's, Hall Lane

Although it does not say so, this also includes the multi story car park adjacent to the small Sainsbury's supermarket. At paragraph 3.49.1 under the heading site requirements it states that the site should accommodate town centre car parking. This must be a requirement. The Chingford Mount area has suffered as a retail centre because of the limited retail offer. This directly relates to progressively restrictive parking facilities.

The Sainsbury's site is currently a three story building bounded on its, west and southern sides by predominantly two storey terraced housing and on its eastern side by two story buildings comprising shops and upper parts. We believe that to increase the height of the Sainsbury's building would cause irreparable harm to the amenity of neighbouring dwellings. Without further detail it is impossible to estimate the height of the proposed building housing 19 new flats/ maisonettes. Therefore, if this building is to be redeveloped, the numbers of proposed units should be dramatically reduced.

We also note that under the heading "Development Guidelines" there are a number of axiomatic statements which have little meaning in the context of the site.

We also note that this site has an intensification approach of "reinforcement" we do not believe that the description of the proposed development at 90 new flats can reasonably be described as reinforcement in the context of Policy 8 in the proposed a local plan.

Site SA51 - Albert Corner

Although this is not in Valley ward, we feel that it deserves comment from the Valley Ward Councillors, partly because of its proximity to Valley ward but also because it mentions;-  
“Contribute to transforming Albert Crescent into a pedestrianised public space with green amenity and play space

Enhance the public realm at the junction of Hall Lane and Old Church Road”

There has been some discussion and it has been indicated in other documents (again separate to this document) that the bus terminus at Albert Crescent will be moved, there is no information on where it will be moved to and may disappear altogether. It is well established that development, particularly intense development, should take place around transport hubs. If the transport hub at Albert Crescent is to be removed, we would argue there is no justification this kind of development proposed.

#### SA48 – Morrisons Supermarket and Car Park

Morrisons is a large, well-established retail store and the site also hosts a Bannatynes Health Club and Spa. The site has two story terraced housing on its northern boundary and playing fields to the southern side. There is further green space east. There is little information with which to gauge the density of the proposed development. The reduction of a supermarket will have a detrimental impact. We note the site is Flood Zone 2 & 3 we are aware of issues with the groundwater impact of the stadium development causing flooding in the adjacent gardens. We do not consider this to be a viable site a large scale development.

#### Site SA47 - Cork Tree Retail Park

This site already functions as an industrial site. However, any intensification without proper supporting infrastructure is not, in our view acceptable or practical. Although this site is adjacent to the A406, North circular, it is also opposite and adjacent to residential properties.

#### Site SA46 - Sainsbury's Car Park and Adjacent Sites

This is the largest retail store in the north of the borough and arguably the largest in the borough. It currently serves much of Chingford and Walthamstow and possibly areas beyond. We can only regard the councils ambition for this site as aspirational. The site also hosts a hotel, car dealership and community transport hub. Again it is bounded by the A406 and is surrounded by playing fields. The car dealership and community transport hub are both recent developments

#### SA50/51/52 – Chingford Mount

We believe that there are opportunities to deliver new homes above existing retail uses in the Chingford Mount area as part of a design-led masterplan approach which individual owners can then use as a benchmark. We do not think that identifying individual sites within the SAD is helpful to this approach. This is also in a Flood Zone 2 - 3. We see no evidence that if this development and the Morrisons Site (SA48) development were to be implemented, that the natural environment could cope.

### **Conclusion**

All of the sites have a proposed intensification approach of either “Transition” or “Reinforcement”. No site in Valley should be designated as more intense than “Reinforcement” and only then if they respect the existing character in design and density.

We do mind that this SAD or the local Plan Document should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements. Therefore in our view it does not meet the necessary test of soundness as required by the NPPF.



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